superintended by Englishmon. Always

equal and generally superior to that

done anywhere elso. Estimates given.

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No. 11,793. 號三十九百七千壹萬壹第 NOTICE.

Communications respecting Advertisements, Sidescriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

sout before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 20. Telephone No.

Orders for extra copies of DAILY PRESS should be

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#### NEW ADVERTISEMENTS.

# MEMORY:

CITY HALL. MONDAY, the 2nd DECEMBER, 1895, at 9 P.M.

Under the Distinguished Patronage and in the H.E. Sir WILLIAM ROBINSON, K.C.M.G and Suite, and of H.E. General BLACK, C.B., Commander of H.M.'s Forces in China and

WORLD-FAMED SCIENTIST AND LECTURER. Professor A. LOISETTE Professor A. LQISETTE

Professor A. LOISETTE. Admittedly the GREATEST MEMORY PSYCHOLOGIST GREATEST MEMORY PSYCHOLOGIST GREATEST MEMORY PSYCHOLOGIST. will deliver his Celebrated Popular Lecture

ASSIMILATIVE MEMORY. or, How to Attend and Never Forget. at above time and place.

TICKETS:—32 and \$1. On Sale at Messrs. KELLY & WALSH'S, Ld. An Instruction. Course of Three Lectures to follow. See future announcements. Professor LOISETTE'S is the Only Scientific Memory System. The Only System which guarantees a good all-round Memory and Cure of Mind-Wandering, and the Only System

which is perfectly understood from Lectures MAIN OFFICEH: -New York, 237, Fifth Avenue, and Lendon, 200. Regent Street. (formorly 37, New Oxford Street.) BRANCHES :- Calcutta, Capetown, and Sydney:

Hongkong, 28th November, 1895. PRELIMINARY ADVERTISEMENT.

A NEWSPAPER

will be Published very soon. "LUMPHREYS" JOHN D. HUMPHREYS & SON. Hongkong, 28th November, 1895

WANTED.

TUROPEAN YOUTH for an Office, with the Office of the Soutery on and after that a knowledge of CANTONESE. State date. Salary required and if with any previous Ex-

Cara of Office of the They Hongkong, 28th November, 1895.

PUBLIC AUCTION.

HE Undersigned has received Instructions to Sell by PUBLIC AUCTION. (for Various Accounts)

at-his Sale Rooms, Queen's Road, No. 12, SATURDAY, the 30th NOVEMBER, 1895, Commencing at 2.30 F.M., A LARGE QUANTITY OF USEFUL AND VALUABLE HOUSE.

HOLD FURNITURE. Comprising :-

TAPESTRY-COVERED - DRAWING-ROOM SUITES HASY CHAIRS. COUCHES, CENTRE and SIDE TABLES. DESKS. OFFICE CHAIRS, WARD. ROBES, WASHING STANDS, CLOTHES-HORSES, HATSTANDS, SIDEBOARDS with GLASS, BOOKCASES, CHESTS of COOKING STOVES FENDERS and IRONS. KEROSINE JAPANESE STOVE, CHINESE and PLATES, ORNAMENTS, CARPETS RUGS, GLASS and CROCKERY WARE

On View from Thursday, the 28th November Catalogues will be issued prior to Sale. TERMS OF SALE:—As Customary.

PAUL BREWITT Hongkong, 28th November, 1895.

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by

PUBLIC AUCTION MONDAY, the 9th DECEMBER, 1895,

at 11 o'clock A.M., (for Account of whom it may concern) THE AMERICAN SHIP

WANDERING JEW." of 1,650 Tons Register, as she now lies in this Harhour The HULL, with MASTS, SPARS YARDS, and standing RIGGING, with ONE ANCHOR and CABLE down, will be sold in One Lot. The SAILS, RUNNING GEAR, remaining ANCHORS and CABLES BOATS, SPARE STORES, PROVISIONS

&c., &c., will be sold in Separate Lots. TERMS OF SALE :- One third of the Purchase Money for the HULL to be paid after fall of Hammer, the remainder on transfer; the Vessel to be at Purchaser's Risk immediately after being knocked down. Cash on delivery for remaining Lots.

GEO. P. LAMMERT. Hongkong, 28th November, 1895.

NOTICE TO CONSIGNEES.

TITHE P. & O. S. N. Co.'s Steamskip

' MAZAGON," FROM BOMBAY, COLOMBO, AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo :-From Australia, ex s.s. Arcadia. From Persian Gulf, ex s.s. B. I. S. N. Co.

and Bombay Persian S. N. Co.'s Steamers. From Madras, ex s.s. Secundra.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M., To-MORROW, 28th inst. Goods not cleared by the 4th proximo, at 4 P.M.

will be subject to rent. No Fire Insurance will be effected by me in any pase whatever. All damaged packages must be left in the Godowns and notice of same given to the under-

will be recognised. ALF. WOOLLEY. Acting Superintendent. Hongkong, 27th November, 1895.

**山二十月十年一十二緒光** NEW ADVERTISEMENTS.

FOR KOBE AND YOKOHAMA. **FIGHE Steamship** Captain II. Nicholl, will be despatched as above

on SATURDAY, the 30th inst., at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 28th November, 1895. 2456 THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED. FOR MANILA DILECT. NHE Company's Steemship 😹

"ESMERALDA." Captain Tayler, will be despatched for the above Port on SATURDAY, the 30th inst, at refined taste. This steamer has superior accommodation

For Freight or Passage apply to SHEWAN & CO., General Managers. Hongkong, 28th November, 1895.

for Passengers and is fitted with the Electric

INTIMATIONS.



TVENDERS are invited for the PUR-

19,264 lbs. Rifle Fine Grain Gunpowder. 6,000 lbs. Rifle Large Grain Glinpowder 75,471 lbs. Pebble Gunpowder. Samples can be seen at H.M. OBDNANCE STORE, QUEEN'S ROAD EAST. This Powder will be sold subject to Local Ordinances. A. S. PALMER, Captain,

for Lieut Colonel A.C.G.O.,

Hongkong, 27th November, 1895. NOTICE is hereby given that TSOI TING CHEE, of No. 12, PRAYA CENTRAL, Victoria, Hongkong, Merchant, has this day applied to His Excellency the Governor under the provisions of Ordinances Nos. 16 of 1873, 8 of 1886, and 20 of 1895 for loave to register a certain Trade Mark in the Register of Trade Marks in the Office of the Colonial Secretary in the joint names of the said TSOI TING CHEE

and of WONG WAI YIN and FUNG YU SHAN. The said TRADE MARK will be used upon match boxes and wrappers and covers containing match boxes.

Dated the 24th day of October, 1895. VICTOR H. DEACON, Solicitor for the said TSOI TING CHEE. UNION INSURANCE SOCIETY OF

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

FINAL BONUS of SIX PER CENT. on A Contributions and a DIVIDEND of TWELVE DOLLARS per Share for the Year 1894, will be payable TO-DAY (THURS-DAY), the 31st instant. WARRANTS may be had on application at

By order of the Board, N. J. EDE.

200 January, 2186 Uctober, 1895. THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NYOTICE is hereby given that an EXTRA-IN ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Com-PANY will be held at the Company's Uffice, No. 9, PRAYA CENTRAL, TO-MORROW (FRI DAY, the 29th November, 1895, at 12 o'clock NOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting held on the 14th November, 1895, will be submitted for confirmation as a Special

Resolution :---"That the new Articles of Association "already approved by this meeting and for the purpose of identification subscribed "by the Chairman thereof be and the same "are hereby approved and that such "Articles be and they are hereby adopted "as the Articles of Association of the Com-"pany to the exclusion of all the existing "Articles or Regulations thereof."

Dated the 14th November, 1895. SHEWAN & CO. General Managers. GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are reminded that applications for the further issue of Shares should be sent in not later than 4 o'clock P.M. on the 5th DECEMBER next, and holders of Shares who have not yet registered are requested to do so before that date

SHEWAN & CO. General Managers. Hongkong, 26th November, 1895. CHINA FIRE INSURANCE COMPANY

LIMITED. ADJUSTMENT OF BONUS FOR THE YEAR 1894.

CONTRIBUTORS of PREMIA are hereby requested to send in to this Office a List of their Contributions for the year ending 81st December last, in order that the proportion of Profit for that year to be paid as Bonus may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be

By Order of the Directors. JAS. B. COUGHTRIE, Secretary, Hongkong, 1st November, 1895.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1894.

MAREHOLDEBS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the An Australian in China, by Morrison. DISTRIBUTION of the PROFITS reserved The Lady in Grey; George Chnet. for Contributors may be arranged. Returns The Crime of a Christmas Toy. not rendered prior to the 30th day of Novem- Notable Answers to One Thousand Questions. BER next, will be adjusted by the Company, and The Boating Man's Vade-Mecum. no Claims or Alterations will be subsequently Deane's Letters on Whist to Moderate Players.

admitted.

Stanley Gibbon's Duplicate Stamp Album.

JARDINE, MATHESON & CO., General Managers, Hongkong Fire Insurance Co., Limited Hongkong, 1st November, 1895. [2258

NOTICE. TATE have OPENED an Establishment for VV REPAIRING and MANUFAC TURING JINRICKSHAWS. Work will

be done by SKILPHL WORKMEN trained to the line. RATES BY MODERATE. Apply to R. R. BHAGAT & CO.

No. 48. GAGE STREET. Hongkong, 8th November, 1895. 12306 NUFICE

THE Undersigned has been Appointed SOLE AGENT for WOOD & Co.'s well-known Ship.

We are the ONLY WATER BOAT COMPANY AUSTRALIAN TABLE BUTTER, signed before the 6th inst., after which no claims | in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade. GRO, P. LAMMERT. DUDDELL STREET.

Hongkong, 20th April, 1895.

INTIMATIONS

R. J. REMEDIOS. TOREIGN AND COLONIAL STAMP DEALER. VA. CAINE ROAD. HONGKONG. Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. Liberal Discount Allowed \_\_ [1174

INTIMATIONS

STANDARD LIFE OFFICE. FFORDS the advantages of Assurance in a large British Company with a worldwide Reputation. The Funds exceed Eigh Millions Sterling. For full particulars and lates.

ESTABLIS VED 1857

HONGKONG, THURSDAY NOVEMBER 2810, 1895

Apply to DODWELL CARLILL & Co. Hongkong, 16th November, 1895. [2-1378

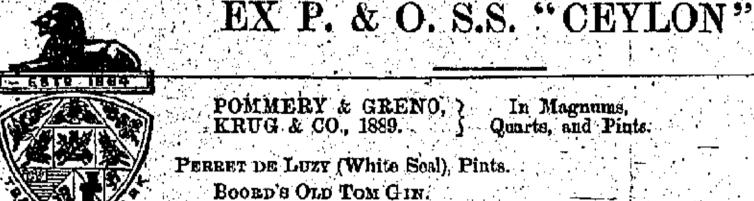
-There- are many makes of Perfums, and all of them have a moreor less pleasant odour. but, if you wish those that are true to the fragrance of the flowers, and suited to a cultivated, BUY

# RICKSECKER'S

Among the favourites ore :--MARTHA WASHINGTON, EDGEWOOD VIOLET, GOLDEN GATE,-FLORAL CHIMES, CLOVER, OPOPONAX, DAMASK ROSE. Sole Consignees—

WATKINS & CO.,---APOTHECARIES' HALL, 66, QUEEN'S ROAD CENTRAL

Telephone No. 75.



ESTD. 1864.

15. Queen's Road.

POMMERY & GRENO. > In Magnums. Quarts, and Pints.

KRUG & CO., 1889. PERRET DE LUZY (White Seal), Pints. BOORD'S OLD TOM GIN. GUINNESS' STOUT.

ROSBACH WATER. "OLD RESERVE" MADEIRA. BLUE SEAL "OLD TAWNY" POBT. CALDBECK, MACGREGOR & CO.

# LANE, CRAWFORD & CO.

NEW STANDARD FLOOR LAMPS. TABLE, WALL, AND SUSPENSION LAMPS. CARRIAGE, RICKSHAW, AND CHAIR LAMPS.

FARCY TABLE DECORATIONS.

GLASS FLOWER SETS. NEW ELECTRO-PLATED WARE POCKET KNIVES, RAZORS, RAZOR STROPS. UMBRELLAS. WALKING STICKS. DRESSING GOWNS TRAVELLING RUGS. SARATOGA TRUNKS OVERLAND TRUNKS.

> PORTMANTEAUX. GLADSTONE BAGS HOLD-ALLS. RUG STRAPS. SADDLERY OF ALL KINDS. BILLARD CUES, BALLS, TIPS, WAFERS, CHALK, &c

BRUSHWARE OF EVERY DESCRIPTION. LANE, CRAWFORD & CO. Honokono 23rd October 1895

RIOJA CLAREIE.

A Genuine Spanish Grape Wine of Guaranteed Purity and Excellence. Awarded Gold Medals. "LAS DOS RIOJAS," \$7.50 per dozen quarts. ESTÉFANI," CUZCURBITA."

Sole Importers for Hongkone and CHINA, VILLA, LOPEZ & CO., Hongkong, 8th October, 1895.

ZETLAND No. 525 E.C.

REGULAR MEETING of ZETLAN LODGE will be held at the FREEMA sons' HALL, Zetland Street, on MONDAY the 2nd December, at 8.30 for 9 P.M. precisely Visiting Brethren are cordially invited to Hongkong, 26th November, 1895.

ALTER W. BREWER.

Ready Ruled European Account Books, Cash Books, Journals, Ledgers, Day Books; all to match and strongly bound. Marcel Prevest—Les Demi-Verges. Gunzberg's Chess Openings, 60 cents.

New Stock of Tennis Bats, from \$5 each: Canvas Tennis Shoes, \$2 per pair. Undersenn's Faultless Tennis Balls. Economic Mining, by Lock. Latin Literature, by MacKail. In Starry Realms, by Ball. Photography, Artistic and Scientific.

Events in Taiping Rebellion. Christmas Cards. Lette's and Smith's Diaries and Date Blocks. North China Date Blocks. WALTER W. BREWER.

QUEEN'S ROAD, UNDER HONGKONG HOTEL TELLY & WALSH, LIMITED.

Swan Fountain Pens, assorted degrees. Cross Stylographic Pens. Combined Letter Weight and Paper Clip. Memorandum Pocket and MS, Books; Various. A Man of Mark, by Anthony Hope. The Lady's Juggernaut; A. C. Gunter.

Story of Bessie Costrell, by Author of Rehert Now Edition Hopkins' Guide to Kuan Hua. Instantaneous Photography, by Capt. Abney.

Hydrographical Surveying, by Wharton.
Lownies Law of General Average. Untrodden Peaks and Unfrequented Valleys A. B. Edwards. The White Company, by Conan Doyle. Cheap Editions Zola's Works Chesp Editions Du Boisgobey's Works.

KELLY & WALSH, LD.

TO SHIPMASTERS

Hongkong, 9th October, 1895

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as Four WATER is the cause of much Sickness on board HONGKONG EXCLUSIVELY supplying FILTERED WATER. CALL FLAG W.

😕 J. W. KBW & CO.,

STHAM WATER BOAT COMPANY.

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

NOTICE

USING my SHOP'S CARDS and thereby

trust their Dresses or Dress Materials to any

other person than myself, who will always call

in person for them, and that I shall not be in

any way responsible if they are delivered to

INSURE

TAQUITABLE LIFE ASSURANCE

SOCIETY OF U.S.A. gives the

BEST SECURITY.

Taves there a man with soul so dead.

Who dies and leaves his family poor.

And then my loved ones need not fear

They'll have far more than I can save;

But what, when I am in my grave,

And an old age, serene and bright

And wish to find out just how much

Write, phone, or call on us or me.

AUCTION.

PUBLIC AUCTION

CHINESE PORCELAINS.

SILK EMBROIDERIES, AND CURIOS.

HE Undersigned has received Instructions

PUBLIC AUCTION.

SATURDAY, the 30th November, 1895.

BHEWAN & CO.,

J. T. HAMILTON.

General Agents,

Manager for the East.

And peaceful as a summer night,

Who never to himself has said,

And so I must assure my life.

I would not be a soulless beer,

I'll pay a promium every year,

Or if when old I living be,

Shall lead me to the grave."

If you would be another such,

Premium cost to you will be,

Hongkong, 23rd October, 1895.

The money will provide for me,

"I must protect my loving wife,

Hongkong, 28rd November, 1895.

YEUN LEE.

74. Wellington Street.

other persons than myself.

Hongkong.

The sale of this good Scotch increases month Blended by CUTLER, PALMER & Co. Moderate by month; it is of Superb Quality and of in price, excellent in quality. CUTLEE, PALMEE & Co.'s SELECTION. Price \$14.00 per 1 dozen bottles. Sole Agents for it-BRODIE & CO.'S FINE SCOTCH LANE, CRAWFORD & Co.,

WHISKY, in "Squat" Bottles. Price \$10.00 per 1 dozen bottles. C. P. & CO.'S OWN SPECIAL T having been brought to my notice that of Inte some persons have been FALSELY

Price \$17.75 per I dozen bottles.

VERY GOOD COGNAC.

BLEND SCOTCH WHISKY, in Patented Bottles.
Price \$9.00 per 1 dozen bottles. deceiving my Customers of their Dresses and Dress Materials, I hereby beg respectfully to inform my numerous Lady Customers not to GLENIFFER BLEND, SCOTCH

WHISKY, Moderately priced; good quality. Price \$8.00 per I dozen bottles. INVALIDS' PORT This Wine is old, soft, and delicate.

We strongly recommend it. Analysed and Certificated by Professor Cassal Price \$16.75 per 1 dozen bottles. DOURO PORT This is a fine quality Wine of exceptionally good value.

Price \$12.00 per 1 dozen bottles. SHERRIES f AMOROSO.The Earl Misa's shipping. Price \$16.75 per 1 dozen bottles. LA TORRE. Price \$14.00 per 1 dozen bottles. Pure and natural Wine: a tonic.

WHITE SEAL SHERRY-Popular at Dry, delicate, and of fine flavour. Price \$17.75 per I dozen bottles. CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine we recommend this.

Price \$26.75 per 1 dozen bottles. This is a very attractive Claret, of Price 315.75 p v1 dozen bottles. MARGADX MEDOC. A breakfast Claret. Price \$8.75 per 1 dozen bottles.

LIQUEUR BENEDICTINE, D.O.M. Price \$33.50 per 1 dozen bottles.

HONGKONG. -

CUTLER, PALMER

& CO.'S

Distillations of the

Finest Scotch Whiskies

SIEMSSEN & Co., Hongkong. [49]

CUTLER, DALMER & Co.

WINE SHIPPERS SINCE 1815,"

for over half a century.

Hongkong.

And to their friends in Shanghai.

Apply to G. C. ANDERSON.

CUTLER, PALMER & Co.

Commoneing at 2.80 P.M. at his Sales Rooms, Duddell Street, PRICE \$9.00 PER DOZEN. (Just arrived from the North.) A FINE COLLECTION OF CHINESE PORCELAINS, &c., Comprising:— VASES, JARS, CUPS, BOWLS, PLATES, Blend of Selected

&c., in FIVE COLOURS, BLUE and WHITE, SANG DE BEUF, HAWTHORN DECORATIONS, IMPERIAL YELLOW, EGG-SHELL, &c., &c., from the MING DYNASTY, the REIGNS of KANGHI, YUNGCHING, KIENLUNG to MODERN PEKING SNUFF-BOTTLES, CARV-INGS, and CURIOS. A LARGE LOT OF

Catalogues issued prior to Sale. On View from Friday, the 29th November, 1895. TERMS OF SALE:-As Customary. GEO. P. LAMMERT, Anotioneer.

1240 T Hongkong, 25th November, 1895.

PEKING SILK EMBROIDERIES

of every Description.

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION -For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces rom which it is necessary to prevent radiation of heat.

UNEQUALLED as an Economiser of Fuel, frequently effecting a Saving of 30 to 40 UNEQUALLED for Durability, being composed of Indestructible Materials, its nononducting properties do not deteriorate.

UNEQUALLED in Point of Covering Capacity, UNEQUALLED in Ease of Application.

ESTIMATES given for Work finished Complete. Sole Agents in the East for :---

THE NEW WIRE WOVE BOOFING Co. THE ALUMINIUM AND GENERAL FOUNDRY CO. . W. JACKSON, Manager.

ANCE CO. LIMITED. CAPITAL, ONE MILLION FRANCE. Headquarters: HAIPHONG. By E. A. GORDON.

COURT OF DIRECTORS. ntroduction by Professor MAX MULLER President, E. LE Roy 5 Maps, 30 Illustrations. 18 SAMUEL Proprietaire A. Bleron, Negociantie J. DE CEURS DE COGOLIN. L D'ABBADIE, Armateur | Publiciste

The Capital is fixed at One million franca, represented by Two thousand Shares of Five undred francs each. One quarter of each Share is to be paid up "A sympathetic sort of insight into the creeds

rites, ceremonies, and costoms of foreign lands. taken up in Paris, but a limited number are -- Inverness Northern Chronicle. offered in Hongkong. The Share List will close in Tonkin and Hongkong on the 10th Decem-CO., LIMITED. and at all Booksellors. Besides the local risks in Hanoi and Hai-

phong, the Company are assured the business of the Protectorate. The amount of premia paid to other Insur- Nov. 27, Sungktang, British atc., for Manila, ance Companies from Tonkin averages \$60,000 per annum, and during the last ten years the Nov. 27, TSINAN, British str., for Kobe. average, amount paid in respect of Insurance has not exceeded the insignificant sum of \$3,000

For further particulars, copies of Statutes and forms of application for Shares, apply to R. C. WILCOX, -- 70, Queen's Road, Contral Hongkong.

MHAMPAGNE EUGENE CLICQUOT

Per Case 2 dez. Pints \$28.00.

Hongkong. Hongkong, 12th September, 1895. HOTELS MATOUNT AUSTIN HOTE

1,400 feet above sea level. Telegraphic Address, excensior mongroug,

This MAGNIFICENT HOTEL is situate at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath Luxuriously furnished and appointed

LAWN TENNIS .- Three Courts in splendid condition are kept for the use of Visitors. TRAMWAY TICKETS are supplied Residents and Visitors at the Hotel at reduced

For further Particulars, apply at the Office, 38 and 40, QUEEN'S ROAD CENTRAL, or to MOUNT AUSTIN HOTEL. The Manager.

CANTON HOTE

SHAMEEN, CANTON. This FIRST-CLASS HOTEL is situated on Capt. Eccles within only three minutes' walk of the River Steamers' Wharves.

Telegraphic Address, "NEW." T. F. DA CRUZ. Canton, 1st January, 1895.

TTONGKONG HIGH LEVEL TRAM WAYS COMPANY, LIMITED.

WEEK DAYS. 7.30 a.m. to 10.50 a.m. ... Every quarter of an hour. 12.30 p.m. to 2.30 p.m. Every quarter of an hour.
3.30 p.m. to 8.00 p.m. Every uarter of an hour.

Extra Night cars at 11.30 and 11.45 p.m. 10.80 a.m. and 10.40 a.m. Noon to 2 p.m. ...... Every quarter of an hour.

JOHN D. HUMPHENYS & SON. General Managers. Hongkong, 13th October, 1894.

PRIOR \$21 PER MONTH SHIPPING.

ARRIVALS. Nov. 26, Acriv, Danish steamer, 355, Storm, Pakhoi 22nd November, and Holhow 25th,

Nicholls, Singapore 16th Nov., General,-Nippon Yusen Kaisha. Nov. 27, Glengvie, British str., 2,244, Jos.

McGillivray, Shanghai 23rd Nov., and Fooehow 26th, General -- JARDINE, MA.

Nov. 27, Brodo, Norw. str., 771, C. Brekke, Newchwang via Chefoo 22nd Nov., Beans and General.—Willer & Co. Nov. 27; Ingraban, German str., 894, E. Piper, Seigon 22nd Nov., Rice...Wikike & Co.

Denny, London, and Singapore 19th Nov., General.-P. & O. S. N. Co. Nov. 27, Reivang, German str., 953, R. Kohler, Chinking 23rd Nov., Rice and Groundnut. -SIEMBSEN & Co. "

Finlayson. Chefor 22nd Nov., General. BUTTERFIELD & SWIRE. CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 27TH NOVEMBER.

Swatow. Nov. 27, CHOWFA, British str., for Swatow. Yokohama. Nov. 27, VELOCITY, British bark, for Honolulu. Nov. 27. JACOB DIEDERICHSEN. German str..

Nov. 27, SALAZIE. French str., for Europe: Nov. 27. Sultan. Norw. str., for Bangkok. Nov. 27, Amur, British str., for Swatow. Nov. 27. Empress of India, British str., for

Nov. 27, TAILER, German str., for Swatow. PASSENGERS.

Per Nanchang, str., from Chefco.—Dr. Wild

Per Mazagen, str., from Bombay for Shang hai.-Mr. D. S. Somekh. From Singapore for Hongkong.-Mr. Wee Choon Guan.

ver.—Mr. J. P. Pomeroy. Per Salazie, str., from Hongkong for Saigon. -Dr. and Mrs. Lepinay, Mr. Ha Thoai. For Marsailles.—Messrs. E. Bock and M. Weill. For Marseilles or London.—Commander F. Ad-

back, Luelkrert, Higgins, Wood, Robinson, Abonheim, Gedard, Duney de Mareillac, Doré. VISITORS AT HOTELS. Honorong Hotel.

Mr. D. T. Bauermann Matheson Mr. and Mrs. C. Mooney Mr. L. Barindoague ' Mr. J. W. Bolles & family Captain P. D. Murray Mr. C. B. Brooke Mr. J. W. E. Oliver Mr. and Mrs. A. H. Cupt. & Mrs. Palmer Mr. W. Partitt Major & Mrs. Pemberton Mr. & Mrs. Saml. Ritchie Mrs. J. S. Roach Mr. W. E. Roberts  $\mathbf{Mr}_{\Delta}\mathbf{C}_{-}\mathbf{Robton}_{-}$ Mr. C. Roghe Mr. H. G. Russell Mr E. H. Fraser

Mr. J. A. Sampson Mr. H. Sindberg Mr. J. T. Seas Mr. A. Tuchs Mr. L. Simon Mr. Edmond Gillet-Mrs. M. E. Grason Mr. F. W. Hall Miss H. P. Slude Mrs. J. T. Smith Mrs. G. M. Haller Miss Smith Mr. C. Harris Mr. J. J. Hoar Mrs. E. J. Smith Mr. W. G. Hockindge Mrs. J. E. Sprowl Mr. J. E. Stevens Miss L. Summers Mr. T. Howard Mr. A. N. Huke

Cant. & Mrs. Hunt Mr. R. L. Thomas Mr. M. Tillot Mrs. J. F. Jeffry Miss Tippinge & maid Mr. Morton Jones Mr. W. B: Jones Mr. H. E. Tomkins Mr. von Uffel Mrs. R. Unsworth Mr. W. B. Walker Mr. L. Webster

Mr. & Mrs. John Andrew governess and child —Mr. & Mrs. F. J. Haver-Mr. and Mrs. Brenan and Droeze Mr. Jessen Mr. Hart Buck Mrs. Cantlie Muster Neil Cantlio Mr. & Mrs. Charles Cohen children & nurse Mr. J. B. Coughtrie MacCarthy & child Mr. Henry Crawford Mr. W. E. Crow

Capt. A. Tillett YESSELS IN DOCK. Mascotte, H.I.G.M.S. Irene, Brunhilde, Powan, 👈

Mr. H. E. Pollock

Arratoon Apear, Kwan Tin, Victoria, COSMOPOLITAN DOCK.—Belgio.

MR. CHADWICK T. KEW (LATE OF POATE & NOBLE)

TRETH filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and LEETH EXTRACTED. PLATES A SPECIALITY...

J. B. WHITE & BROS. Sole-Agents for China,

HOLLIDAY, WISE\_& CO. Hongkong, 11th April, 1883.

General .- A. R. MARTY. Nov. 27, AZAMOR, British steamer, 2,005, H.

THESON & Co.

Nov. 27, Mazagon, British str., 3,279, C. T.

Nov. 27, NANCHANG, British str., 1,068; E.

Telamon, British str., for Amoy. Benlomond, British str., for Kobe. Activ. Danish str., for Hoihow. Amur, British str., for Swatow, Empress of India, British str., for Amoy. Glengyle, British str., for Singapore. Sungking, British str., for Amoy Tuitee, Gurman str., for Swatow.

Tsinan, British str., for Kobe. DEPARTURES. Nov. 27. CONTINENTAL, German steamer, for Nov. 27, PHRA CHOM KLAO, British str., for

been placed in Tonkin; the balance will be Nov. 27, ALICE MARY, British bark, for Wham-

Per Emmess of India, str., for Amoy .-Messrs. A. Koebele and A. Ross. For Shanghai .-- Misses Reid (2). Webster, and Thomson, Mr., Mrs., and Miss Pierce, Mrs. Mouser, Messrs. W. P. Mason, Sledge, Sugiyama, Hiraoka, Ishikara, Yin and family. For Nagasaki.-Mrs. Amano, Miss Brown, For Kobe, Messrs, M. Matsumote and Tung Yick. For Yokohama .-Mr. A. M. P. Farriss. For Portland.—Mr. Lee Sai Duck. For New York.—Mrs. Lee You and 2 children. From Yokohama for Van

Singapore. Mrs. S. E. Stillman, Mrs. Kock and Lu Man Hing, and W. C. Wickersham, For Colombo, Lieut. W. C. M. Woodcock. For dington. From Shanghai for Saigon.—Messrs. Mecre and Vennx. For Singapore.-Mesers. Thie, Thompson, Sears, and Shibuya. For Colombo.—Mr. Takase. For Port Said—Messrs. Telephone, Brockman and Jukievitch. For Marseilles:-Lient, Dournard, Messrs, Mulleinheim, Rallen-

Mr. J. H. Martin

Mr. Geo. Fenwick Mr. H. K. C. Fisher

Mr. & Mrs. J. P. Thomas Mr. G. L. Hummel

Mr. W. Krumme Mrs. K. C. Ledlie Mrs. E. M. Woodward Prof. & Mrs. A. Loisette Miss E. Loyzagars Mr. H. A. Young MOUNT AUSTIN HOTEL. Mr. & Mrs. Arthur An- Mr. Inchbald Mrs. Inchbald, children &

Staff Surgeon Keays, R.N. Mr. & Mrs. Kirch & child Mr. & Mrs. Macbean. Captain and Mrs. F. D. Mr. & Mrs. McCallum and Mrs. Dick-Melbourne Mr. H. F. Meyerink Miss Dick-Melbourne

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DORTLAND CEMENT

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This Composition is-

An Ice chest haed with above Composition will keep Ice Three Times as long as when lined with Charcoal.

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LONDON: SAMPSON LOW, MARSTON & Hongkong, 18th November, 1895. CUTLER, PALMER

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World. This ancient House consign to us their wellknown very old, and Al QUALITY COGNAC, Distinguished by 4 STARS on the label. JUST LANDED Price \$19.00 per 1 dozen bottles. SUPERIOR OLD COGNAC. Distinguished by 3 STARS on the label.

Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$14.00 per 1 dozen bottles. SOLE AGENTS FOR CHINA AND JAPAN. "PALL MALL" WHISKY, E RICCO & CO. Eleven years old, very fine quality. Each bottle bears an analyst's certificate. Price \$16.75 per 1 dozen botues. Well-matured HIGHLAND MALT WHISKY.

A.B.C. Code

The CUISINE is under the personal superintendence of an experienced European Steward.

Hongkong, 2nd September, 1895

The Longkong Hotel is filling up,

Accommodation for the Winter Months

Agents—SIEMSSEN & Co., the French Concession, facing the River,

TIME TABLE.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Who have consigned their Brands to our care Mesara JARDINE, MATHESON & Co.,

FROM OCTOBER 15TH, 1894, UNTIL FURTHER NOTICE.

Upwards of One thousand Shares have already | Nov. 27, Choysang, British str., for Canton.

Nov. 27, GLENFARG, British str., for Shanghai-

Megissier, Bartalle, and Baker. Mr. L. Martel Lieut. and Mrs. J. C.

Bottenheim Mr. W. J. Canter Mrs. J. F. Chaffry Mr. F. B. Deacon Hon, H. L. Dillon Mr. W. A. Duff Mr. Ed. Dussatour Mr. P. F. Emerson

Rev. & Mrs. G. T. Slade

Mr. J. W. Kinghorn

Mr. Goodtmann Captain & Mrs. L. A. C. Mr. J. Stewart - Gordon, R.A. Mr. & Mrs. Heffers ABERDEEN DOCKS.-Kowloon Docks.-Helene Rickmers, Frejr,

Hongkong, 15th March, 1895.

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has just received FRESH SUPPLIES of

# WHOLESOME CONFECTIONERY

DELICIOUS SWEETS, the HIGHEST QUALITY and PURITY

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CADBURY'S SPECIAL CREMES PATE D'ABRICOT, JORDAN ALMONDS only, on account of the poverty of their

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Together with the Latest Novelties in FANCY BOXES.

which are very suitable as Seasonable Presents for Ladies and Young People.

FRENCH CONFECTIONERY and CONSERVES in Large Assortment from the BEST PARISIAN HOUSES.

S. WATSON & CO., LIMITEI THE HONGKONG DISPENSARY. Established A.D. 1841. [20] tom. Last year the enrolment of scholars Hongkong, 9th November, 1895.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their name and address with communications addressed to the Editor, no

for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only-· No anonymously signed communications that have already appeared in other papers will be inscried.

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### The Maily Marga

HONGKONG, NOVEMBER 28TH, 1895.

In the report of the Inspector of Schools for last year the following passage occurs: "At the suggestion of the Honourable Dr. "Ho KAI, the Board of Examiners passed "in June 1894, a stricture on the system of "teaching English in local Schools for Chi-"nese, which is virtually a repetition of the "complaints which I repeatedly made dur-"ing the last few years. I regret to have "failed to convince Her Majesty's Govern-"ment of the reality and scrious nature of "the defect referred to, which is painfully "in evidence by the fact that the promotion "of the use of the English language in the "Chinese commercial and social life of this "colony makes no progress because it is not "materially aided by local schools. What "I refer to, is a resolution of the Board of "Examiners which has been brought by the "local Government to the notice of the "schools concerned in the following words "- Resolved, that it is desirable to solicit "the attention of the Government to the "fact elicited by the examination lately held " with reference to vacancies under the Gov-"ernment of Perak, as well as by previous "examinations, viz., that in the education "of Chinese youths insufficient attention "seems to be bestowed in Hongkong on "English colloquial, the Chinese candidates "examined by the Board being generally "unable to speak English idiomatically." The Governor has evidently given serious attention to this recommendation, for in his speech at the opening of the legislative Bession His Excellency announced that with a view of promoting a more general Tonkin loan. knowledge of English amongst the Chinese the Government proposed in future to subsidise only those schools in which special attention is paid to the teaching of the English language and modern subjects. His Excellency remarked that it had often struck him as extraordinary-not to say discreditable—that, after fifty-five years of Hongkong should remain so little Anglicised; he had thus been led to enquire more thoroughly than he had hitherto done into the system of education adopted in the local schools, and he was of opinion that too much attention has hitherto been paid to purely Chinese subjects. The new policy announced, His Excellency said, he hoped would tend to educate the rising generation of Chinese to more enlightened views and superstition which have proved and still are proving such a stumbling-block to the probeing. These are fine sounding phrases, and are not without a certain amount of sense. bu the policy announced by His Excontoney is too extreme for practical application. That it is most desirable to encourage the study of the English language by Chinese re one will be found to dispute. but to exclude purely vernacular schools from the benefits of the grant-in-aid scheme | will also be of pre-eminent importance from the would be inequitable and undesirable. His point of view of European policy. The impres-

Excellency would no doubt like to see the

population of Hongkong a purely English | Petersburg is not exactly an ordinary occurrence.

speaking one, as in the West Indian colonies, and as a matter of sentiment that would be rather an alluring object to strive for; but it must not be torgotten that this island is merely a chip off the vast Empire of China and that the bulk of the population is Chinese, having their homes in China, and residing here, like the Europeans, merely as birds of passage. Under such circumstances Chinese must necessarily re-

main the common language of the great

mass of the population, and it is essential to

the welfare of the Chinese children in the

colony that they should receive an educa-

tion in their own language. If they

can in addition be taught the Eng-

lish language so much the better, and

if the Government proposed simply to

encourage English teaching by giving an

sound one. But there are many children

who can remain at school for a short period

another language than their native tongue.

drawn attention to the defective teaching

of English, has also insisted upon the

necessity of grounding every child in its

own language before launching it on the

study of another. In his report for 1887

he says that "the well-to-do classes of the

"Chinese community are now from year to

year becoming more alive to the advant-

"ages of an English education (based on

three or four years previous study of the

'Chinese classics)' and the existing educa-

tional machinery is quite capable of any

to keep pace with the gradually increasing

"demand for a higher and broader standard

"of school teaching." And in his report

"first to learn to express thought and feel-

ing correctly in the vernacular tongue

"before attempting to acquire a foreign

"language" as an " educational need " and

same report Dr. EITEL also remarks that

"the vast majority of the residents of the

children whose education may ultimately

cular schools should be allowed to parti-

in the various schools of the colony amounted

to 10,750 and as many as 5,964 of this num-

ber attended nineteen religious grant-in-aid

schools offering a purely Chinese education.

To compel these schools to teach English

would probably more than double their

expenses and would, it is to be feared,

model for the educational system of the

universally spoken. We do not wish to be

understood as discouraging English educa-

tion within practicable limits; on the contrary,

we would encourage it by very liberal grants;

but it would be unfair and impolitic to

aid or to impose impossible conditions upon-

The D. D. R. steamer Hertha, from Hamburg,

left Singapore for this port on the 26th inst

and may be expected here on or about the 2nd

It is reported that a Singapore baba, having

ecoasion to write to the Governor, address

His Excellency as "Your most Honourable

The C. P. steamer Empress of Japan arrived

The Government of India have decided

At the Police Court yesterday Jules Marcess,

A Paris telegram in the Saigon papers states

Wilkinson appeared for the defence.

hope will serve a useful purpose.

not guilty" was entared.

Harbour, Padang, on the 9th instant.

land has arrived at the conviction that in the

future questions waiting for a solution in Asia

sion is strengthened by the fact that the leap of

Sir Nicholas O'Conor from Peking to St.

lower their general efficiency, as,

ing regard to the average period

extra grant for it the policy would be

The American ship Wondering Jew, which was recently on fire in the harbour is advertised for sale by auction. The P. & O. steamer Manila has been char-

Ashanti expedition. The dragon flag has been conspicuous several Chinese establishments in the colony during the last day or two in honour of the

birthday of the Empress Dowager, which fell on

Mr. Poop Pong, one of the wealthies Chinese residents of the colony, died yesterday Mr. Poon Pong was a director of the Hongkong, Canton, and Macao Steamlost Company, Limited, and was interested in various other enterprises. His age was fifty six. It is reported that his estate will realise a million

The "Moralist" in the Straits Times says Mr. Justice Leach caught a burglar a few days ago, or, at least, his watchman and his boy did. But the cream of this story of "The Burglar and the Judge" lies in the fact that the burglar said to the boy (as he was being marched to the police office) "Who is the Funn? And when the boy told him, the burglar said, in Chinese, "If I had known parents, and who have no time for acquiring wouldn't have come," Poor burglar, he yet respected the law and much should be forgiven Dr. Erret, while he has in previous reports

In Hongkong a juror once tried to secure exemption from service on the ground that he could give no credence to Chinese evidence. The excuse was not accepted and the unwilling uryman had to go into the box to do the best he could. A Penang juror has gone one better and achieved success. At the Assize an Armenian applied for exemption on the ground that he never could find any prisoner guilty He said his principle was such, and that he had empted this juryman. That may be all right, for principle must be respected, but we think under such circumstances exemption should be accompanied by some pecuniary penalty, just i avoid making principle too choop and throwing modifications that may be required in order the work on to other people.

Professor A. Loisette, the distinguished memory psychologist of New York and London, will deliver his popular lecture on assimilative for 1888 he speaks of enabling every child memory at the City Hall next Monday evening t 9 p.m. His instruction course of three lectures will follow on the three following evenings. Professor Loisette's system of memory culture is pronounced to be strictly scientific. He is endorsed by such men as Hon. Judah P. Benjamin, Q.C., Dr. Andrew Wilson, F.R.C.S.E., 'sound pedagogical principle." In the Combe Lecturer on Physiology, &c.; Dr. Charles Mercier, F.R.C.S., author of "Sanity and In &c., admittedly one of England's brightest psychologists; Dr. William A. Hamcolony are Chinese, whose daily necessities mond, America's greatest expert in diseases "do not absolutely require a knowledge the brain: William Waldorf Astor, the milliontire proprietor of the Pall Mall Magazine; Dr of English." It would seem therefore Joseph Cook, the eminent Boston lecturer and that in the interests alike of those author: Colonel Robert G. Ingersoll, Mr. J. J. Francis, Q.C., &c., &c. The Bombay Guzette says :- "No lecturer ever had an audience that be intended to embrace English and listened with closer attention to his words. The of those whose education cannot be car-Professor is a brilliant orator." When the Proried beyond what is absolutely required for fessor gave next Monday evening's lecture Sydney, he says that more than 2,500 people their daily necessities the elementary vernacould not gain admittance, and he adds that s always preated with packed houses. cipate in the benefits of the grant-in-aid sys-

Thus the irreverent "Topicist" in the Surgapore Free Press :- We spy omens in Mi Nanson's allusions to potitions for the abolition of Colonial Governors -A Colonial Governor be ornamental, but he is distinctly useful when he gets (and spends) an entertainment allowance, and while he restrains himself within the limits of his comprehension. What would our dear ladies do without one? A Governor is useful also for settling questions of social precedence where everybody is of such high rank as to be ready to take the pas of overybody else, if they can. . A Governor is useful, too, for making speeches on occasions of children remain at school, the English ceremony, and for doing the magnificent before teaching could not be carried to a point Asiatic chiefs. But if Governors become public at which it would be of any practical nuisances, interfering in a scrabby pettifogging way with business which they are not in the best position to understand, their ornamental utility, and the time spent upon it would be lost to other subjects. The idea of making usefulness becomes less important than the expediency of their removal Which is set every child in the colony learn to speak hable aller vous faire dans cette galdre, it cannot be carried into effect. If His Nanson? Wonder if it means an appeal to the Excellency wishes to look abroad for a Secretary of State for the Colonies? The stiffening his back, and squaring up. Go it, mon brave! If you want a bottleholder, apply colony he should look to India rather than nt this office. Enquire within for the Topicist. to colonies where the English language is

The Prinz Heinrich, one of the latest additions to the N. D. L. fleet, and one of the finest, if not the finest, vessel afloat in these waters, arrived at Singapore on the evening of Hoey, and Mr. McLennan. The first and last the 15th mst. from Hongkopg, after making an exceptionally good passage, covering the deprive the purely vernacular schools of all distance in four days and one hour, an average of nearly 15 knots an hour. Captain Schmölder, formerly of the mail steamer Bagera, states in having to shoot in a very bad light. that this is the best voyage he has yot made in the Prinz Heinrich, which is an excellent sea-going boat, and he made his record in spite of the stormy weather which prevailed in the China Seas. He encountered the monsoon soon after leaving Hongkong, and took what is called the inner passage. about 30 miles to the westward of the Paracels, and from there to Cane Vareli, steering well to the eastward of Saputa Island. For two days he encountered a strong monsoon and high seas and had to contend with an exceptionally strong current, which he would guarantee was making fifty miles per day, as shown by the difference between his calculated at midnight for Hongkong, via Nagasaki and and his true position on one occasion. About 9 deg. N. the weather began to moderate, and the remainder of the journey was performed under ordinary conditions. On his way down he passed a Russian boat, which on account of her two funnels and double upper under Mr. Hankin, whose work as a specialist lopsails was at first mistaken for the Preuseen, which was not seen until later, and two coasting vessels off the coast of Annam. Captain Schmolder was not at all surprised to hear that Pokfulam Road, was fined \$100 for selling several vessels were everdue in Hongkong. intoxicating liquors without u licence. Mr. Some of them must have had a bad time, he said, though the mensoon had proved no obstacle to The Hongkong and China Gas Company the Prinz Heinrich, a boat of which its worthy announce the payment of an interim dividend | captain is not unpardonably proud, bearing in at the rate of 6 per cent. per annum, or 6s, per mind her sea-going qualities, the magnificence | Selkirk, and Captain W. H. Farrand, steamship share, for the half year ended 30th June last. of her fittings, and her fine salcons.—Singapore | Propontis.

that M. Rousseau, the Governor-General of Indo-China, hopes to return to his post about Messrs. Wni. G. Hale and Co., in their circular dated Saigon, 16th November, say :the middle of January, after the voting of the Rice-As intimated in our late written advices, the rains ceased prematurely about the middle of last month, and there have been none since. We have received the first number of The This drought cannot fail to have an influence Indian Printers' Journal, the first and only upon the crop under foot, and we can only hope journal devoted to the printing and stationery that the probable damage will not be serious; even if wet weather now returns, it cannot altotrade in India. It is very well got up and we atther remedy the possible ovil, while it will have an injurious effect upon the early grain-On a case being called on trial at the new nearly ripe and which is even coming to Singapore Assizes the other day the prisoner market from some districts to the extent of in reply to the usual question of whether he about 1,500 piculs daily. The quality; however, pleaded guilty or not guilty, said. "I cannot is not adapted for export to my distance. Con-British rule, the vast majority of Chinese in say whether I am guilty or not. Your Lord tracts for new grain have been made for chip had better hear the evidence." A plea of Chins, January delivery, at \$1.73 for 20, per weight at present exchange. In old grain there is little or nothing doing; but in spite of It is now definitely known that the ship burnt his absence of demand prices remain at an at sea, reported previously from Singapore, is impossible figure for homeward business. Arthe Avoca of London, Official No. 91,888, of rivals are still 6/8,000 piculs daily. Closing 1.625 tons, built at Greenock in 1885. The quotations for old mixed grain are nominally :nineteen souls missing are the captain, his wife, No. 1 white milled, \$2.98, No. 2 white milled and seventeen sailors in one of the ship's boats. \$2.34, 10 per cent. cargo \$1.92, 20 per cent. One best, containing ten men, reached Emma cargo \$1.88 per owt., net to.b. invoice weight in gunnies, without insurance. Tonnays .- The same dulness as that reported last month still This afternoon the Hongkong Football Club prevails, and operations are merely confined to ideas, and to dispel the ignorance and blind will play 35th Company, Southern Division, monthly chartered steamers, which are taken up Royal Artillery, on the Happy Valley. An | for Hongkong at the poor rates of 8/9 cents. excellent game will be witnessed. Kick-off at There is nothing doing for other directions. 4.30. The Club team will be .- A Sherp, goal : For next season's loading numerous vessels motion of their moral and physical well. E. W. Maitland and C. F. L. Donkin, R.N., have been offered on monthly terms, but we backs; E. Ezckiel, J. W. L. Oliver, and P. G. have heard of no business resulting. Chinese Davies, R.A. halves; C. M. Firth, G. D. do not appear inclined to negotiate as yet for Campbell, H.K.R., E. F. Mackay, E. C. Row. forward tonuage, on account of the harvest and owing to the losses experienced the past year. croft, H.K.R., and E. W. Townend, forwards. Quotations may be called .- For Hongkong 8/9 cents,, for Singapore 5/6 cents, for Philip-The Cologne Gazette sees in the change of pines 20 cents., for Java 17/18 cents. British Ambassadors at Berlin and St. Petersburg, and particularly in the choice of persons. which has been made, symptoms that Eng-

Practical Engineering. An Unrivalled Medium for Engineering Ailverliements. Practical Engineer Pocket-book. A bosom file for Mechanical Engineers. Post free, In od J. Victoria Approach, Manchester. Dractical Engineer, The Engineers paper, Brim-1 ful of useful information, 2d, weekly,

REUTER'S TILEGRAMS. SUPPLIED TO THE DAILY PRESS." LORION, 25th November.

Insurgents in Crete hive defeated the Turkish troops. The situation in Asir Minor is improving. The Porte still objects to the doubling of the guard-ships for the protection of the Embassies

at Constantinople FRANCE ATD OHINA. The French Chamberhas unanimously voted credits for increasing the consulates in China.

The Italian Budget shows a surplus of 8,000,000 lire without an increase of taxation

FROM THE "BANGKOK TIMES."

VIENNA MUNICIPAL ELECTIONS --LOCAL EXCITEMENT. LONDON, 14th November. A rabid anti-Semiti, Herr Lueger, whose election as Burgomaste of Vienna was cancelled by the intervention of the Emperer, has been

re-elected and thereupon the Common Council was dissolved. Intense excitement prevails throughout Vienna. FROM THE "HIAL PRESS."].

CHANGES IN EGYPT. LONDON, 12th November. Nubar Pacha, who is now seventy years of age, has pleaded that as an excuse for retiring from the post of President of the Council and Minister for the Interior Felung Pacha, who has already given evidence of his British always been exempted by the Court before on sympathies, and who will continue the policy of his giving the same reason. Justice Law ex- his predecessor, has been appointed. Abani Pacha has been appointed to the Ministry for

> London, 13th November. Colonel Sir F. Cunningham Scott will command the expedition into Ashanti against the King of Coomassie. LONDON, 14th November.

Colonel Kempster has been appointed to the and in command under Colonel Sir F. Cunningham Scott, C.B. TURKISH AFFAIRS.

London, 11th November. At a meeting of the Amyuman Islam, held in condon, a resolution was passed thanking Lord Salisbury for the line taken by him in opposing the suggestion that Christian officials should be appointed in Armenia in place of the Moslems. hope was further expressed that the integrity of Turkey would be maintained. London, 13th November.

The insurgents have captured Zietun, the garrison capitulating and delivering up their arms The Porte has called out a further body o reserves, and it is intended by their help to occupy every strategic point in Asiatic Turkey and to form flying columns to immediately suppress riots at any point.

The Porte has issued instructions to the Governors in all the provinces to rigorously maintain order, but they are unable to do this from want of the necessary troops and funds. LONDON, 15th November.

Five Russian warships have been ordered Turkish water to unite with those of the other Powers in the demonstration against Turkey.

A JAPANESE TRANSPORT MISSING

The Japanese transport Taiwan Maru, signal letters H.K.J.H., 2,390 tons, carrying 142 soldiers, left Takow on the morning of the 16th inst, and whilst making for Amoy lighthouse she was lost sight of about 9 p.m. near Junk Island, the Pescadores, and nothing has been

HONGKONG RIFLE ASSOCIATION

THE INTERPORT MATCH. The Hongkong team fired yesterday in the interport match and have to acknowledge defeat for the first time for some years. The weather was fine, but very dull, making shooting at the longer ranges somewhat uncertain. Three fine scores were made by Mr. McDonald, Lieut named have only practised with the Lee-Metford Rifle for about a week. The members of the team who made low scores were unfortunate

The following are the scores in detail:-65 4555 6 554 554 32 5135 55-455444 -29 | 41354 44-26 | 554425 1-25 | 81544455 | 5444454 29 | 232832 | 17 - 7

The scores so far are:—

No intimation has so far been received from

Yesterday a Marine Court of Inquiry was held at the Harbour Office to investigate charges of misconduct brought by Captain Robert Buchanan, of the British barque Torrisdale. agninst David Gordon, first mate.

MARINE COURT OF INQUIRY.

The Court was constituted as follows .- Hon. Commander W. C. H. Hastings, R.N., President; Lieutenant John F. E. Green, R.N. H.M.S. Daphne; Captain James Ross, steamship Mascotte; Captain James Crowe, ship

Robert Buchanan said-I am master of the British ship Torrisdals, and David Gordon is the first mate. On 20th June last, at 3.30 p.m., when the ship was leaving Cardiff. I saw that the chief mate was drunk. He was led to his cabin from the forecastle head by C. H. Rudge, an aprentice since dead. I spoke to the mute and mid I was sorry to see him in such a condition. The President-How did he reply? Was

Witness-He was not in a fit state to reply. The President—Was his gait unsteady Witness-Yes; he was in a speechless state of drunkenness. On the 21st June. at 5 p.m. I again saw Gordon on deck when the hands were turned out to make sail: the ship had been towed till that time. We were then off Lunyd. casting off the tow, and Gordon told me the anchors were laying at the bows. I went forward and found the anchors stowed; July : the entries were shown to the defendant | trate for trial. when we arrived here on 10th November, and he read them. He said the charges were." false in some things." He was cober on the voyage; he had not sailed with me before. During the passage he had twice suggested to me that if he did not suit me I could sond him to his room. He has been sober ever since his arrival here.

Torrisdale left Cardiff dock about 2 p.m. on the 20th June in tow. I stowed the anchors because the first mate was sitting under the forecastle head, and he was incopable of doing his duty as he was not sober. I did not see him go to his room. I had [4 | properly carried on the making of sail.

below the captein carried on making sail. mate was "a kind of mixed up in his orders, By Captain Ross-On the voyage out I believe the captain and mate had several disputes. By the President There is no bad feeling between me and the mate. The mate ought have relieved me at 8 a.m., but he did not the captain relieved me. I relieved the captain at noon. I am not certain whether the mate From that day the mate and I relieved each other, watch and watch, to the date of our arrival

n Hongkong. The President-You witnessed the entry in the log which states that the mate did not go on Witness-I was not particular about the and even instigated offences against others. The there were eighty-eight cases of false indication deck mtil six o'clock. time. I was thinking only of the charge of

The President—Did you sign that knowing it to be witrus? Witness-No. The President-You believed it to be true! Witness-Yes. The President You believed he did not go

drunkennes.

on deck until six o'clock and not four o'clock as Witness-I do not know; it is so long ago. The President-You were more likely to retomber then than now.

not say he was sober and I could not say he was of the road contract was not expected to be so name "Jules Pierre et Cie" on the labels, drunk. The next day I took ton in to him heavy as it has turned out. This contract and the words "Made in Germany "on a twice; he was not well, but I do not know what was taken up at the request of the Sungei separate label, which could be easily removed by was the matter with him. He did not perform Ujong Government, and the amount of loss in the application of a damp sponge. None of duty on the first or second day. with him-whether he was drunk or sober ?

or sober. To tell the truth, I think he was suffering from the influence of drink. The President-When do you think a man Witness-When he is incapable of work.

The President—Was he capable of working Witness-I cannot say whether he was sober

This concluded the case for the captain; and

Witness-I cannot tell whether he was drank

defendant then called his witnesses. making sail he was in a fit condition this lode, the directors have thought to work, and he did not require the captain's advisable to ship to Europe twenty-five tons of assistance. He gave his orders correctly and the stuff for a final trial. These are all the were set he picked the watches, but I did not glad to answer any question you may wish hear the captain tell him to take the first watch. | ask. I believe the second officer stowed the anchors. The first efficer was on deck on the 21st June.

but I cannot say when he took charge. In answer to Lieutenant Green witness said he was partly under the influence of drink himself on the 20th June." It was because he was under the influence of drink that his recollection failed him.

In answer to Mr. Ross witness said all the crew had had drink, but they were capable. Air apprentice named John Campbell said, in answer to the first mate. I cannot say whether the first mate was on the forecastle head when the ship was leaving. He did not seem to be under the influence of drink. He was on deck on the morning of the 21st, and I did not notice that he was under the influence of drink. He set sail on the foremast and was not then inder the influence of drink.

Harry Gundy, an apprencice on the Torrisdale, gave ovidence in support of the first mate. Samuel Aitkin, an apprentice, was also called on behalf of the defendant.

The defendant then said-From the 17th June last we had very little rest. I had to be about most of the time. The cargo of coals we word taking was all in about 5 pm. on the night previous to the day of starting. The crew came on board on the 20th June, although they signed on the 17th. The pilot was a fresh hand, and we left the dock at 3.45 p.m. When we were clear of the dock gates I went down under the forecastle, sat down, and fell asleep. The third mate came and called me. I went aft to my room then and fell asleep. No one called we till 3 a.m. on the 21st inst. when the third mate called me to go on deck and swing the yards I remained on dock to pick the watches and the The captain asked me at 5 o'clock how the anchors were, and I told him they were

on the bows. I stowed the anchors after we were clear of the Channel. After I went to my room the captain came to me and told me to take a good rest. I told him was very sorry for being off deck all night and he said "Say nothing about it and no one will know." During the 21st the steward twice rave me tea. The next morning I went the chart room and told the captain I was bad and asked him if he could give me anything for my stomach, and he sent the steward with another cup of tea for me. During the forenoon I was out several times as the weather was coming on thick. I kept the afternoon watch on the 22nd June. I gave the look out man the fog horn, and immediately afterwards a steamer crossed the bows very close to us heard no more about our departure till the night of our arrival in Hongkong. I had ides I had been logged. The captain told

that if it had not been for the fact that the Harbour Master had to see the official los l should never have known anything about it, and that was the condition on which he said the second mate signed the log. I told the captain the entry was false. The following was the finding of the Court:

We find that David Gordon, whose certificate of commetency as a master mariner is 04.558 dated 22nd April, 1881, at Dundee, is chief mate of the British ship Torrisdale, official No. 99,828, of Glasgow; that a charge of being drunk and incapable of performing his duties from 3.30 p.m. on the 20th June last to moon on the 22nd June last has been brought against the said David Gordon; and the Court finds the said David Gordon has been guilty-of misconduct and drunkenness and has been incapacitated from his duty by the effects of drink during the period aforementioned, and the Court therefore orders that his certificate be suspended for a period of three months from this date (recommending that should he apply for a certificate of second mate it be granted to him during the period of such suspension). The Court further consures Henry Gundy and John Archibald Campbell, holding that their evidence was introliable and insincere.

LIU YUNG-FU.

As already announced, Liu Yung-fu, the Black Flag chief, returned to Canton time ugo, and we learn that he has since paid several visits to the Viceroy and the other high officers. His son and servants arrived a few days, before Liu himself and accommodation was engaged for him at an inn named Kwang Manoi in Ynen-chong Street, outside the city. After remaining there for several days he hired a house in Ut-shau Street, at the foot of the Kwon vam hill, inside the city, where he is now

residing with his son. On the 21st inst. a petty military officer named Tan On pong went to the General's residence and wanted to see him, but the servants objected to his entering until he sent in his card. charge of the deck. During his absence I kept that he wanted Liu to recommend him for an his watch; he was absent from 5 a.m. on the appointment. It is reported that he was on 21st to 6 p.m. on the 22nd. The second mate Liu's staff in Formosa, but being dissatisfied stowed the anchors on the 20th; it was Gordon's with his treatment he resigned. It is also said duty to do this. I made an entry of these | that while in Formosa he plotted against Liu's life. He has been sent to the Namhoi Maois-

> THE JELEBU MINING AND TRADING CO., LIMITED.

The twelfth ordinary general meeting of the Jelebu Mining and Trading Co., Limited, was The defendant asked no questions, but said held at Singapore on the 16th inst. Mr. J. P. that the captain was always interfering with | Josquim presided, and there were present, Messre. Reid, Pertile, Ewald, Gunn, and some. H. O. Pritchard, second mate, said-The six or eight others. The minutes of last moeting were read. The report and accounts wore taken as read. THE CHAIRMAN'S SPEECH.

Gordon of 4 o'clock, when he was sober and to you, showing a loss of \$16,987 on the half commended alike by the Collector, the Com- and in sotual warfare would involve the dostrucyear's working; but, some time ago, the share | missioner of Cuntoms, and the local Govern- bion of the destroyers. It is, therefore, sug-

By Coptain Crows-When the mate was sent | holders were warned that our mines in Jelebu | ment, In Calentte the number of cases were being played out, and we would have to which detention was ordered fell from three look for fresh fields, which, with the sanction | hundred and thirty-four to two hundred and of the shareholders, resulted in the purchase, eighty-five, and fines were inflicted in all but from Mr. Menzell, of the Maliwan Concession, about forty of these cases. The falling off in Lower Burmah. As stated in our report, here is said to be entirely due to the diminuthe future of the Company very largely depends tion in the number of cases of unstamped on the results to be obtained from that Connes- piece-goods; but the number of false trade sion. Mr. Money is hopeful as to the results of descriptions increased, strangely enough, by this opening proving successful, but he has a lot three hundred per cent. A large number of difficulty to contend with, principally in pro- of the Calcutta cases were in regard viding labour and from the pravalence of opium to Japaneso matches smuggling. As to labour, the manager has a lot implying Swedish origin, while the boxes were of difficulty to contend with, owing to the fact of clearly an imitation of well-known Swedish the "Ghee Hin" secret society having estab brands. Margarine imported as butter, the

lished itself in Maliwan, and having interfered label having a milch-cow depicted upon it, also with coolies who are members of the society, formed the subject of official investigation, and opium smuggling is also to be traced to the of origin, or felse statements as to material operations of this society. The manager has The fines realised totalled a little over two been in communication with the local officials on thousand rupees. The only port at which an these subjects, and your directors have since increase in the number of cases was recorded was asked the general agents to write to the Chief Madras, where there were fifty-four detentions Commissioner of Burmah, pointing out how as against twenty one in the previous year, and advisable it is that the Government should twenty-seven in the year before that. There place the headmen of the society within due was no instance of goods being imported with a control (if not suppressing the society) and to counterfeit trade mark, cases of this sort being give necessary aid to the manager to stop opium mainly reserved for Bombay. Thirty-five out smuggling. The sum of \$21,515 written off as of the fifty-four cases referred to consignments bad and doubtful debts, notwithstanding that it of wines and spirits bearing marks or labels in is in excess of what the assistant manager English, with the place of origin either omitted advised, seemed to your directors a wise policy or so placed on the bottles as to be easily Frederick Rosser, steward, said—I saw the when we consider the small number of mines removeable. Thus in one instance a hunmate in his room on the 20th June. The cap- now in actual working and the prospect of all dred and twenty cases of brandy-or what tain sent me in to give him some tea. I could these being exhausted in a short time. The loss passed as such were imported with the cludes a sum of \$1,200, inflicted as fines from a this delectable liquor was allowed to pass until The President—Do you mean to say on your little dolay in the completion of the contract. "Made in Germany" was marked conspicuously oath that you do not know what was the matter. The directors have instructed the general on the main label. In another instance a large agents to approach the Sungei Ujong Govern. ment now with a view to these flues being re- factured in Italy, was confiscated and destroyed, mitted. These fines were inflicted in terms of the and in addition a fine imposed on the importer. contract; they were paid; and now that the Government sees the heavy loss suffered by the Com- manufacture; Belgian iron marked (in English) pany on this contract, it is hoped they will see their way to relieving the Company by remitting | which turned out to have been made in Belgium, their fines, considering how much the Jelebu and best English steel needles from Germany Mining and Trading Company has contributed to were also among the interesting consignments the revenue of Sungei Ujong. Mr. Roberts, who examined by the Madras Castom-house, and in is in charge of the Rin lode, is very hopeful as to each case the conditions of the Act were vigorits success. A quantity of twenty tons of the ously enforced. On the whole the Act seems George Hawkins said-I am a sail maker on lode stuff was brought to Singapore and smelted to have been very creditably administered, and the Torrisdale. From the time the ship left by the Straits Trading Company, and though it is undoubtedly achieving a great deal in the the dock and the dock gates the first mate was their report stated that it contained other way of protecting the honest trader against his perfectly sober. After that I have no recolled- minerals which make smelting difficult, yet the unscrupulous rivals. Times of India. tion about his condition. He spoke to me about percentage showed the lode to be fairly rich in When he was tin. Before recommending any large outlay on

in a seaman-like manner. After all the sails remarks I have to make, and I will be very Mr. Gunn pointed out that his auditor certificate should be so amended as to explain that the books and accounts at Maliwun he

could not verity. That was done. The report and accounts were then adopted. The meeting then terminated, Straits Times

THE AMERICAN CHENGTU COMMISSION.

A telegram has been received from Kerm Shansi, dated the 3rd, and a still later one from Signan, the capital of Shensi, giving telligence of the safe arrival of the Chengta

All are well. This will be the last telegram until about 20th of December, as they are now going beyond telegraphic communication. next telegram must be from Chengtu in Szechuen. They are now about to cross the high mountains of the Si-ling range. Imagine the absurdity of making such a trip

as theirs in clumsy official chairs. If they had venr to devote to getting there and if their route were a bad one, it might be to a certain extent practicable in sedans. Also imagine the still more ridiculous thought of a Commission, on such an errand as theirs,

accepting the hospitality and hobnobbing by the way with Chinese officials! They have exchanged calls, ceremoniously with the Governors of the different provinces That has ended their official intercourse .-Peking and Tientsin Times.

THE MAHOMMEDAN REBELLIO Notwithstanding intelligence of an aurmust character, the most authentic information we by the way, was raised by Captain Eardley can gather indicates that this formidable in- Wilmot, who observed that the blockade of the surrection is slowly evolving into a spent force. French ports in the Atlantic would probably fosing rumour, have come to light. Lanchow larger size than the new class. This is clearly is not only unoccupied by the rebels, in spite in important point, and the more so in view of of persistent reports to that effect, but a the fact that we are at present suspending city, informs us that it is not even seriously many naval officers who would welcome the threatened, and no particular concern is felt. construction of more vessels of the Rattlemake About Sining, on the other hand, grave fears are type a vessel which has undoubtedly proved entertained. The city appears to be closely an immense success. The Rattlesnake is invosted and a siege in progress, two foreigners | essentially an ocean-going destroyer, with some Mr and Mrs. Ridley-being inside. Even of the qualities of a torpedo gunboat in in this extreme western region, however, where addition. Her tonnage is about twice that of the rebel forces appear to be strongest, we are the new class, but her speed is, of course told the Mahommedans are quite willing to much inferior in smooth water. But for all come to terms. There is every appearance that practical purposes the Rattlescake is a very the Kansu rebellion will prove itself unable to efficient torpede-boat destroyer even now, complish anything, and that being the case, although she was built in 1878. Her success the sooner it is ended the better. This in fact was largely due to the fact that Mesers, Laird is the werst feature of revolution in China. It | disregarded the Admiralty designs and allowed is not a crisis, but a long interlude of chaos. The more weight for engines than they should have constant references in the Chinese classics to done under the terms of the contract. It was alternative periods of order and disorder, of rule | chiefly owing to this cause that the Rattlesnake and no rule, are true to the facts of Chinese history; so that a rebellion may be capable of seting all government at defiance for two or three miserable generations of bloodshed, rapine, and general waste, in fact to use the hackneyed term-"imbroglio," yet be unable to perincompetence is liable to be reached, in which neither party can make good its claim, and the issue is indefinitely postponed. For all we know this would have been the case, but for foreign intervention, with the Thining rebeltion. Let us be thankful that no such miserable state of things is threatening us at present.

THE INDIAN MERCHANDISA MARKS ACT.

The annual report on the working of the

Merchandise Marks Act of 1889 is always in-

teresting and not infrequently instructive read-

Peking and Tientsin Times.

ing, especially in regard to the moral turpitude of a certain class of Indian traders, who, notwithstanding some six years experience of the administration of this built needed measure, still continue to employ a quite abnormal amount of ingenuity in seeking to evade its provisions. The Act, however, is undoubtedly proving more and more effective as time goes on, and during 1894-95 the number of cases was only nine lun. dred and fifty five as against nearly thirteen hundred in the provious year, a decline of something like nix and twenty per cent. The decline was Collector accounts for on the kindly hypothesis. that the requirements of the Act are now more should ourselves, in view of certain recent legal proceedings, have been rather inclined to put it down to the increasing vigilance of the authorities in charge of the administration of the Act, obvious that, if these destroyers cannot be The officer, however, disregarded their remon- for unsorupulous traders, who formerly did not utilised as gun platforms they lose much of first mate to his cabin until he got better. I strances and rushed past them into the hall, hesitate to foist inferior goods on the market their value. It is stated too, that the Admiwhere Liu was seated with some visitors. Liu under well-known brands, are now finding that raity purposely designed the new destroyers. bauch because of what he told me about the immediately ordered the man's arrest and on his this is a much more costly procedure than to resemble ordinary torpedo bonts, so that anchors. At 6 p.m. on the following day, 22nd being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the being searched two revolvers were found upon trading honestly, and this description of they might be mistaken for boats by the desustude. The Government themselves, we breed considered essential for destroyers note, in the resolution on the working of the cannot as yet be given to vessels of the Act, which has just been issued, are by no Speedy class. But it may well be asked means inclined to accept the explanation whether the introduction of water tube boilers. well as Bombay; but they do not offer any class of Rattlesnules—vessels of, say, five or six theory of their own. The decrease in Bombay— hundred tons, designed to ultain a speed of at from six hundred and forty-seven cases to three least 22 knots. Such vessels should prove hundred and lifty, or forty-five per cent. is of the greatest value for ocean work and certainly very remarkable. The Bombay detentions under the Act included 18,788 packages of Another objection that has been raised directors' report having been in your hands work in Bombay fulls upon the Assistant and watchinkness, the stoking involves strength during the specified time, we will, with your Collector in charge of the Branch Custom and labour, and the boilers must be constantly permission, take it as read. I regret that house, Mr. Jehangir Dosabhoy Framjee, whose fed with water. The slightest neglect in the careful administration of the Act is warmly engine-room or stokehold results in a breakdown,

Antwerp oil marked as the produce of a Hull "Made in France," Bost Portland Cement

OUR TORPEDO DESTROYERS AND -TORPEDO GUNBOATS.

The completion of the trials of the destroyer Starfish reminds us that the British navy will soon be supplied with the thirty vessels of this class ordered by the late Government. Like her predecessors, the Starfish has fully realised the contract speed of 27 knots, and has, indeed, exceeded the required speed by nearly a knot. Built by the Naval Construction and Armaments Company, the Starfieli bids fair to be as efficient a member of her class as the destroyers constructed by Mesars. Thornycroft and Yarrow, and there is no reason for considering the performance of this vessel in particular. It may be said that all that have as yet been completed are capable of steaming their 27 knots at full speed, and have an economical speed of about 13 knots. At the economical rate of steaming the new destroyers are able to travel nearly forty miles per ton of conl consumed, so that in this respect no fault can be found with the class. Their length of from 190 feet to 200. feet enables them to maintain their speed in fairly rough weather, and the summer manosuvres showed that in these conditions they are quite capable of overhauling any torpedo boat yet affoat. On the other hand certain disadvantages are seemingly inevitable with these enlarged torpedo boats, and it will be of interest to consider some recent criticisms of the destroyer class made by competent naval officers. last issue of the Journal of the Royal United Service Institution contains the report of a lecture recently delivered by Mr. Thornycroft on "Torpede-boat Destroyers," together with a summary of the subsequent discussion. Admiral H. Cleveland, a well-known gunnery expert, pointed out that the value of these boats would be found to depend largely upon their performance at sea. On this important point we still laok definite or conclusive knowledge. There as a fair presumption, however, that the new destroyers will be quite unable to operate further afield than the English Channel, or in the calm Two salient facts, in the midst of much con- necessitate the employment of destroyers of ram, received from a foreigner within the the building of torpedo gunboats. There are proved a fast steamer, whilst, the Sharpshooter class, although much larger, were at first unable to steam for any length of time without breaking down miserably. The Rattlesnake, Grasshopper, and Sandfly are all practically but the two last named, which were dockyard built, have not proved very reliable steamers. After these vessels came the gunboats of the Sharpshooter type, which are of 735 tons, and have engines of 2,500-horsepower N.D. The failure of this unfortunate class is notorious,

the same displacement, about 550 tons. but of late we have contrived to improve their steaming powers by the introduction of watertube boilers. But the Sharpshooters are somewhat too large for tornedo-boat destroyers even for ocean work, and it is curious that we should still neglect to build more vessels of the Rattleenake size. The Speedy, built in 1895, is another of Messrs. Thornycroft's triumphs, but she is essentially a gunboat, and is of 810 tons displacement. How comes it, then, that we are building no more Rattlesnakes? The explanation is pro-

bably to be found in the fact that increase of

tonnage has not been found to be accompanied by the necessary maintenance of speed. The new destroyers are virtually enlarged torpedo boats, wholly unprotected as regards their engines, and differing from torpedo boats merely in size and armament. They carry torpedoes for use against large vessels, and small quickfiring guns for use against torpede boats. It is doubted by many officers, we believe, whether the new destroyers are able to use their guns with effect in a scaway. Their motion and rolling is violent, and it is suspected that good gunnery would be almost impossible on volatile generally known and complied with. We moving platforms. Experiments are now being made with the "Tower" patent, which is designed to overcome the rapid movement of the guns, but we have not learned the results. It is tendered, although it comes form Calcutta as | does not justify experiments with an improved could not in concert with blockading squadrons. different kinds of goods, 11,372 bundles, 2,593 against the new destroyers is the flame from bars of iron, and 1,144 slabs of spelter. There | their funnels, which pours out when they are were only thirty-five cases in which the length of steaming at full speed, and can be distinguished piece-goods was not stemped as required by for many miles on dark nights. Until this section 18 of the Act, and in each case the defect can be overcome it will be almost useless. length was required to be stamped before the to trouble our heads about the best colour to goods were allowed to leave the Custom-house. paint terrode boats and destroyers. Again, as The total recoveries of fines and penalties under Mr. Arnold Forster urged, there is plenty of all heads amounted to less than five thousand, evidence to show that very highly trained crows rupees, a very considerable reduction on the are required to manage these fast destroyers. figure for the previous year. The bulk of the Tho delicate engines require incessant attention

What is the value of destroyers in a sea- whe way P (2), What is the value of these boats cs. look gun platforms ? (3). What is the value of these, was boats unless they are supplied with engine-room | from and dook orews who are specially acquainted off, with their construction? To none of these quest take tions have we as yet obtained definite enswers, and it is to be feared that the new destroyers, satisfactory as they have proved in the matter rathe of speed, may not prove quite so valuable in stood war as some people have assumed. We cortainly very disagree with Admiral Oleveland that it would sure be desirable to deprive these destroyers of dans their torpedoes, and for the excellent reason I fel that the mere carrying of torpadoes pro- worse duces a certain moral effect. There may cont be many cases in which the destroyers may undr he utilised as torpedo boats; indeed, some "Did naval officers are more disposed to regard snate them in this light than in the light of destroyers. Certainly it need not be feared that 16th. we have wasted money on the construction of it wo these vessels. They cost but £37,000 for hull and my. machinery, and we could well afford to sacrifice out several of these hornets if they succeeded in ment sinking a few battleships or cruisers. But the dame fact remains that the fleet seems to need small unin seagoing destroyers of the Rattlesnake description-vessels which could be trusted to protect a squadron from torpedo boats under any circumstances of wind and weather, and which might still be capable of developing high speed This in smooth water. The Rattlesnake, it should of leveloping high speed of leveloping high speed of leveloping high speed this be remembered, was built at a cost of under much forty thousand pounds. She originally steamed her 19 knots and with water-tube boilers and other boug modern improvements might be expected to at- from tain a much higher speed .- Naval and Military which

#### ON THE BEAUTY OF DOING NOTHING.

came out to China at an early age burning with a desire to distinguish myself and make a great name. My restless spirit longed for hard work and my energy sought an outlet in the continual doing of something. I am older now, and wiser. I have not distinguished myself above my fellows and do not desire to. I have realised the folly of hard works and have come to understand the beauty of doing nothing. Various incidents in my career, which I shall now relate, will show how I have gradually arrived at this happy condition of mind.
On my arrival in China I was sent to Peking to learn Chinese. At the end of the first month I was able to speak a few words and write some characters. I marvelled at the progross I had made in that difficult language and mentally vowed that I would not confine myself to acquiring a smattering of Chinese, as most | these voices there is peace."-N. C. Daily News. people did, but would study the language thoroughly by means of its classics and people, so that my name should be mentioned by future generations with those of Wade, Giles, and other famous sinologues.

To this end I plastered the walls of my rooms with slips of paper decorated with characters, and walked abroad to study shop signs. Here, however, I received my first check. The simplest inscription over a shop front baffled me here and there I did recognise a character, but it seemed to have no meaning when taken with the context. About this time, too, I began to find that my teacher, a dirty person, but a good scholar, was not instructing me at all; I had to teach him what I wanted to know! It is annoying to be told when enquiring the difference between black and white, that black is black and white is white. This was the usual manner in which my professor explained things. I was disappointed to find also that when I had amassed over 1,000 character slips, with a for India on 24th instant. recently written description on the back of each, I could only write 15 correctly from memory and about 100 incorrectly. I therefore gave up the idea of becoming a sinologue and confined myself to learning the colloquial wherein I guined some proficiency.

On leaving Peking I went to a southern port. The first Chinaman I had occasion to speak to in his own language stared at me and said "no savee." I afterwards found that the place had a dialect of its own, totally different from Pekingese, which was therefore of no use to me whatever. Being still young and energetic, studied this dialect and could soon speak a few words. On my first trip up country I tried these on a countryman who seemed to be interested in the bent. He smiled when I spoke to him, but evidently did not understand. It weather. seems the dialect he spoke differed from that of the port I had come from. This was the life at my disposal and other things to do. I now devoted myself assiduously to the work

of my office, soon mastering the intricacios of Angle-Chinese official intercourse and becoming 2: an adept at routine business. My chief com- ti mended me and gave me most of his work to do. The other men in the office did the same, congratulating me on my smartness. When a vacancy occurred in a neighbouring port, one of my N juniors was sent in charge. I should have gone, but they said I was too valuable to part with. I found my hard earned reputation was keeping me back and at the next place I went to professed complete ignorance of anything but the simplest routine. Here I got on well and was happy.

About this period I took to riding and purchased a pony. I expressly wanted a quiet one to begin on and this animal surpassed my expectations. My time was spent in urging him to a trot from the shamble he preferred. This soon palled on me, and I exchanged him for what the dealer described as a "fast back." This brute bolted with me twice the first day and we continually returned home separately. I disposed of him to a friend for a trifle, and invested in a 'ricksha as being easier to manage. Unfortunately being a secondhand one (I got it from a man who was leaving China) it was in constant need of petty repairs and a breakdown of one of the wheels always seemed imminent. The coolie, too, was not satisfactory, persisting in absenting himself "to buy things" on rainy days when I required his services, and lounging about the premises estentatiously on fine ones when he was not wanted. He at last departed without warning to a neighbouring village, where his mother was dying and did not return. Nor did he send back the two uniforms and rain coat I had provided

him with. I have always had a liking for field sports, although nature did not endow me with great bodily strength or swiftness of foot. I gladly therefore joined a football club that was being started. The first game I played in was an Association one. Our side was by far the stronger and I spent most of my time running up and down the field after the ball. I seldom approached near enough to kick, and even when I did such was my excitement that I more often than not kicked the wrong way. I felt that I should do much better at Rugby and left "socker" severely alone. The Rugby game gave more scope for my talent and I did fairly well, till I was chosen to play against a team of naval men. They had very heavy, what is sportingly called "hard" working forwards." I was a forward, but was notheavy. Theresult was that I was trampled on twice during the first five minutes, my nose shortly afterwards coming into violent contact with an anonymous elbow. Being fortunate enough to secure the ball, I was promptly collared and my clothes torn. I left the field and played football no more that day. I remained in the club, but only as an honorary member.

Nor-was I more successful at cricket or tennis. In the former game I batted with extreme cate, but seldom made any runs worth speaking of. My bowling, although varied and picturesque from a spectator's point of view, was of more use to the other side than my own. In the winter months I frequented the various balls and dances, deriving no little enjoyment from them. My absent mindedness, however, got me into trouble. I had a bad habit of writing my partner's name on her card instead of my own, thus producing confusion and sometimes unpleasantness. I shall never forget the experiences of one evening. I had asked a lady for a certain dance, which she gave me. I did not note it on my own card as I felt sure I should remember it. When the time came I went up to her—she was sitting on a sofa looking somewhat annoyed—and said politely, "The next is our dance, I believe." "The last one was, you mean," she replied, rather ourtly. "Impossible," I said, "you must be mistaken." She showed me her card, on which I had initialled the number she mentioned. I was overcome with confusion and tried to apologise. She seemed offended and hinted I had stayed away because she was not a good dancer. I felt small and slunk away to subtracted from the constant given above.

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smoking-room, where I buried myself in an sphair with a cigarette. I had no been there minutes when a man popped his head in at door and spotting me called out "Hullo,	CHINA O REGISTER	14.8 A OAST D 26th 1	ŒFE	ÔBC	LOG	IO,	红料
Miss B. has been looking for you every- ere for this Lancers." I jumped up and ted at my programms. Good Heaven, I described for the Lancers. Amid jeers on the other man (who did not dance) Laushed	STATION:	red to see level and 32° Fahr.	Tempera- ture	Humidit	Citori Lion	rone	
to find the Miss B. had given me up and en another partner. He seemed willing to be in my favour, but knowing that it was my lt, I begged him not to. "I would much ber stand out," I said. Miss B. misundered my disinterested action and said: "Oh	Nagasaki Sharp Peak	29.80 30.16 30.11 30.01 30.02	65 67 67	64 80	E	<u>با</u>	o o b o
y well, Mr. S., don't let me detain you, I am of Mr. T. (the other man) will not mind oing with me." I was crushed and retired let if I stayed any longer I might get into a see mess. I therefore elipped into my over-	Swatow Cunton Hongkong Victoria Peak Gap Rock	29,99 29,97 29,99 20,99 30,09	72	60 70	ESE SSW E	2 8	о С Ь
t and went home. It was not till I had ressed that the query flashed upon me. id I engage any more dances?" I hastily tohed up my card from the dressing table. I was engaged to a lady for the	Macao Haiphong Bolingo Hanila Cape S. James	30.00 29.97 20.88 29.88	81 —	78	ESE E NNE N	3 1 2 3	b c c b
h. I had left at the 11th! I reflected that rould be too late to go back now and hoped partner might have left too. As it turned she hadn't. I saw her next day and she stioned that I had "cut" one of her	Władiwostock Tokio Nagasaki Shanghai	NOVEN 29 86 30.04 30.11 30.10 30.15	1BEH 29 	52.	W5W	6 0 2 0	b c m
ces. "I assure you," I said. "it was quite ntentional. I completely forgot all about "Please, don't mention it," she said frost-"Good morning." It is useless to explain ugs to an offended woman, and I walked on toply remained for me now to fall in love.	Amoy Swatow Cauton Hongkong Victoria Peak	30.12 30.12 30.09	66 69 73 —	95 90 75	E E E	1 2 1 3	0 00
eve at first sight (on my part). If was a case ove at first sight (on my part). I wasted the valuable time and notepaper in writing this and devising means to please her. I ght books so that she might borrow them	Haiphong	30.10 30.10 30.02 20.39	71 70 81 —	85 88 78	NNE N ESE NE	3	o` c c
ich she, of course, won. I called at her house the most frivolous pretext, and cultivated friendship of her brother. She seemed to be on my wooing and I summoned up	On the 27th at moderate N.E. wie	ONGKOL	r, pro	GIST	-Ban some	ome irizi	ter
rage to propose. I did it in writing to avoid one in case she refused. I asked her not hurry with her answer, but to think it over a day or two. She replied at once, to the	Barometer Temperature	day	4 p.m. 9,09 72	at 1	0 a.m. 0.09 73	_	<b>61 4</b> 9

B acque in case sue caiment I cored not not	5.0
to hurry with her answer, but to think it over	Baro
for a day or two. She replied at once, to the	Tem Hun
offect that I should always be her friend, but	Dire
nothing else. I subsequently discovered she	Fore Won
was secretly engaged to a shallow headed youth	Wea
Was sucremy surgered to a summer with the	Rair
whose sisters were friends of hers.	
This last shock completed my education. I	
had learned by bitter experience the futility of	1
trying to do anything in this world. People	2-
say I am a failure. They are mistaken. I	.ir.8
possess the priceless gift of doing nothing.	4- 5-
I smoke my pipe contentedly and watch my	
silly follow-men and women hurying by pur-	-0 11011
suing the vain phantoms of riches, position,	ligh:
and pleasure. They are never happy, because	្ញាំច
they are never satisfied. I have everything I	100
they are heart satisfied. I have every ming I	
want and am happy. I shall continue to smoke	I
till the pipe of my life goes out, and then,	1
gladly, without murmur, "pass, to where beyond	ME
these voices there is peace."-N. C. Daily News.	Ban

LATE TELEGRAMS. The following telegrams are from the Ran goon Gazette:-THE BRITISH NAVY.

London, 8th November. The Times, in an article to day, strongly insists that our fleet must not merely equal any foreign coalition but be in a position to beat it. THE TRADE OF BRITAIN. London, 8th November. The imports into Great Britain for October show an increase of three per cent. and the exports an increase of eight and a half per cent.

THE LUCKNOW COMMAND. Allahabad, 4th November. General Sir Robert Low gave up command of the Oudh Districts on Saturday and left Lucknow in the afternoon for Karachi. His successor General Corrie Bird leaves Brindisi THE TRAGEDY AT KABUL

Allahabad, 7th November. The son of Lieutenant-Colonel Mahomed Akram Khan, Envoy at Kabul, who was wounded. at the same time that his father was killed, has succambed eventually to the injuries he received from the assassin's revolver. His body, like his father's, has been brought into the Kubram.

SHIPPING REPORTS. The British steamer Azamor, from Singapore

18th Nov., had strong monsoon and high seas. On YORGHAMA. The German steamer Pergang, from Chinkiang 23rd Nev., had light variable winds and fine

The British steamer Nanchang, from Chefoolast straw; I gave up Chinese, having only one 22nd Nov., had fine weather and moderate vari- Gold Lear, 100 fine, per tael ...... 47.40 able winds the whole passage.

The British steamer Glenoule, from Shanghai.

The British steemer Gengyle, from Shanguat	
3rd Nov., and Foochow 26th, had fine weather	Banks
III OH THEATEST & CIRE, SHERICO OF BOLD CONTRACT	Hon
vercast, with drizzling rain at times.	Chin
	: Cuti
SHANGHAI SHIPPING.	V 1
November ARRIVALS.	Noti
17, Peiyang, German str., from Hongkong.	
17. Meifoo, Chinese str., from Amoy.	ا <b>سبب</b> مر
17. Loksang, British str., from Swatow.	Ball's
17. Nagato Maru, Jap. str., from Nagasaka.	Brown
17. Hermann, German str., from K'notzu.	Campb
18. Changking, British str., from Tientsin.	Cormi
18, Kweilin, British str., from Swatow,	China
18. Oanfa. British str., from Hyogo.	Chines
18, Donan, Norw. str., from Chefoo.	Dakin
19. Pachili. British str., from Chefoo.	Dairy
19. Heenn, Chinese str., from Tientsin.	Fenwi
10. Hunan, British str., from Newchwang.	Green
19. Norden, Danish str., from Amoy.	H. Br
19, Lien, French g.bt., from Nagasaki.	H. &
19, Tamsui, British str., from Swatow.	Hong
20. Hasshin, Chinese str., from Foochow.	Hong H. H.
20. Wesang, British str., from Tientsin.	Hong
20. Ariel. Norwegian str., from Japan.	Houg
20 Swift British g. v. from Taku.	H.&
20 Sachalian Franch str., from Hongkong.	Hone
20. Chovsang, British str., from Hongkong,	H. &
21. Hsinyu. Chinese str., from Tientsin.	Insur
21 Lienshing, British str., from Tientsin.	Cor
21. Toonan. Chinese str., from Hongkong.	Ch
21. Maria Valerio, Austrian str., from Trieste.	Chi
21 Menmouthshire. British str., from Japan.	Ho
21; Tungchow, British str., from Tientsin.	1. 280
21. Yarra, French str., from Nagasaki.	Str
21 Teviotdale. British str., from Hyogo.	Un Ya
22. Yungching, Chinese str., from Swatow.	Land
22. Khedive, British str., from Hongkong.	H.
November DEPARTURES.	Hu
17 Adows, British str., for Kobe.	Ko
17. Fooksang, British str., for Hongkong.	We
17. Guthrie, British str., for Kobe.	Luzo

17. Sarpaden, British str., for London. 17, Shongking, British str., for Tientsin. 18, Yamashiro Maru, Jap. str., for Chefoo. 18. Wakanoura Maru, Jap. str., for Ujina. 18. Kwangchi, Chinese str., for Chefoo. 19, Heinfung, Chinese str., for Tientsin, 19. Chungking, British str., for Tientsin. 19 Normandie. Norw. str., for Kobs. 19, Peiyang, German str., for Chinkiang. 19. Meifoo, Chinese str., for Chinking. 20. Pechili, British str., for Tientsin. 20. Irono, Chinese str., for Tientsin. 20, Haean, Chinese str., for Tientein. 20. Nagato Maru, Japanese str., for Japan. 20, Seglialien, French str., for Japan. 21. Foochow, British str., for Hongkong. -21, Kweilin, British str., for Chefoo. 21, Hermann, German str., for Kobe. 21, Tameni, British str., for Chinkiang. 22, Fuyo, Japanese str., for Moji. 22, Hunan, British str., for Chefoo. 22. Donau Norw str., for Kobe. 22. Glengyle, British str., for London.

22, Chuentiao, Chinese r.-c., for a orniso. HONGKONG TIDE-TABLE, 28th November to 4th December.

22, Choysang, British str., for Swatow.

Day of Week.	Der of	Hongkong Mean Time.	Height.	Hourkong Mosa Time.	Heigh
hur. Pri. Bat. Sun. Mqn.	25 29 80 1	11 an 12 5 51 6 80 a m 6 53 a m 7 51 a m 7 51 a m 8 48 a m 9 46 a m 9 46 a m 9 46 a	ft. in. 2 10 4 1 2 8 7 2 6 1 5 5 6 3 6 1	h m m 0 37 m 11 57 m 1 21 0 28 s m 2 2 0 57 s m 2 42 1 224 s m 3 23	<b>├</b> ─Ъ
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r )h	Sharp Peak	30.02 29.99	67 69	89 70	E BE	2 3	b_ 0	
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se ed	Gap Hock	80.10 30.10	71	85	NNE	3	0	****
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Hongkong Observatory, 27th November, 1895.

ESSES, FALCOMER & Co.'s REGISTER, Nov. 27th. Barometer 9 A.M., 30,03 Therm. 9 A.M. (Wetbulb) 68 Barometer 1 P.M., 29.98 Therm. 1 P.M. (Wet bulb) 70 Barometer 4 P.M... 29.97 Therm. 4 P.M. (Wet bulb) 70 Thermom. 9 A.M...71 Therm. Maximum ...... 75 Therm. Minimum (over Thormom. 1 P.M...74 

COMMERCIAL INTELLIGENCE, WEDNESDAY, 27th November. CLUSING QUOTATIONS. EXCHANGE On London -

Telegraphic Transfer  $2/2\frac{1}{8}$ Bank Bills, on demand  $2/2\frac{1}{8}$ Bank Bills, at 30 days' sight ..... Bank Bills, at 4 months' eight .. 2/21 Documentary Bills, 4months' sight 2/21 PARIS.— Credits, at 4 months' sight ...... 2.81. ON GERMANY.-On demand.... ON NEW YORK. Bank, on demand ...... 1911 ON CALCUTTA.— ON SHANGEAL— Private 30 days' sight ...........73% On demand ... ON MANILA. On demand

ON SINGAPORE. On demand .....par. SOVEREIGNS, Bank's Buying Rate ... -JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shai		183 p. ct. prem.
China & Japan, pri		nominal
Do, ordinar	g 🐸 £1	nominal
. Do: deferred	d £1	£2, buyers
Natl. Bank of China	el system	
B. Shares	#8	\$29, sales & sellers
Foun. Shares.		\$105, sellers
Bell's Asbestos E. A	15s.	\$104
Brown & Co. H. G	. \$50	\$7, sellers & buyers
Campbell, Moore & Co	s. \$10	\$3
Carmichael & Co	\$20	\$10, sellers
China Sugar	. \$100	\$108, sales
Chinese Loan '86 E	Tls. 250	10 p. ct. prem.
Dakin, Cruicks'k & Co	5. \$5	<b>1 5</b> 1
Dairy Farm Co	\$10	\$10
Ferwick & Co. Geo	\$25	\$20
Green Island Cement.	650	\$17, sales & buyers
H. Brick and Cement.	\$12	\$62, buyers
H. & C. Bakery	550	\$36
l Hongkong & C. Gas	£10	\$102, buyers
Hongkong Electric		\$6.50, sales & buyers
H. H. L. Tramways.	\$100	
Hongkong Flotel	\$50	
Hongkong Ice	\$25	\$96, sellers
H. & K. Wharf & G.		
Hongkong Rope	\$50	\$150, milers
H. & W. Dock	3125	
Insurances		sales & sellem
Canton	\$50.	
China Fire	\$20	\$89. sellers
China Traders		\$731, sales & sellers
Hongkong Fire	\$50	
North-China	£25	
Straits	\$20	
Union	\$25	
Vancture	\$25 \$60	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Yangtsze	<b></b>	******
Land and Building		\$681, sales
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Humphreys Estate	\$10 B \$30	
Kowloon Land &		
West Point Building		
Luzon Sugar	\$100	\$60, siles & buyers
Mining—	1	205
Charbonnages	Fcs. 500	\$85
		A ON M. COLLAND AT ADDITION

\$5 | \$3, sales & sellers Jelebu ..... \$3 | \$3, buyers New Bulmoral. \$4 . \$5, sales & sellers Punjom ..... Do. (Preference). Steamship Coys.— \$50 | \$69, sales & buyers China and Manila .. China Shippers ...... Douglas S. S. Co. ... \$50 **\$**57, sales & sellers

\$20 \$30, tales H. Canton and M... £10 \$57, buyers Indo-China S. N. ... Vanchai Wareh'sa Co. \$374 \$424 sellers \$10 \$12, sales & buyers Watson & Co., A. 5 ... CHATER & VERNON, Share Broker. OPIUM. --- allowance cattles. Old Malwa, 2/3 years \$710 1 to 11 to 12 Old Malwa 4/6, do ... \$720 Old Malya 7/9 do ... \$730 

> DR.KNORR'S LION BRAND NTIPYRINE

Benares (New) ......\$790 Benares (Old) ......\$720

(Dose for Adults 15 to S5 grains troy.) The most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER TYPHUS INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty, Ask for Dr. KNORR'S ANTI-PYRINE Each Tin bears the Inventor's Signature " Dr. KNORR " in red letters.

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JUST LANDED BEST OLD PORT WINE. RED SEAL. 1 Doz. Quarts ...... \$12.00

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JAPAN HAND MADE PAPERS. JAPAN PRINTING PAPERS. JAPAN COPYING PAPERS. JAPAN WALL PAPERS. &c., &c.,

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GRIMAULT & CIE'S SOAP affords relief and a speedy cure in the most agonizing of itching eczemas. It clears the skin of the most distressing of scaly, crusted, pimply, and blotchy humours; it cleanses the scalp of dandruff, scales, and crust; destroys microscopic insects which feed on the hair, and supplies the roots with energy and nourish.

ment; it heals rough, chapped, and fissured hands, with itching, burning palms, and painful finger ends. From the simplest blemish to the most torturing and disfiguring diseases of the skin and scalp, even when complicated with scrofulous taint, it is equally successful.

Prescribed by the most eminent dermatologists in the treatment of severe cases of Skin Diseases of Parasitical origin. FOR PRICELY HEAT, RINGWORM, ACNE, ITCH. ECZEMAS, PROBLASIS, Freckles, ETC. GRIMAULT & Cir.—Paris.

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No. 3, WYNDHAM STREET. The only Shop in Hongkong with this name Where HIGH-CLASS FURNITURE of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Limited, and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Meterials of the Furniture, &c., supplied. Mesers. A. S. Watson & Co. write as follows:-We have pleasure in stating that Mr. LI

"KWONG LOONG furnished the Annexe "to our Dispensary and gave us every satis-" faction... (S1.) "A. B. WATSON & Co., LIMITED, ORDERS punctually attended to and CHARGES AN INSPECTION INVITED. Hongkong, 4th February, 1895.

DUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE GROWERS AND Ship only the Finest Quality.

Extra Dry (Green Seal). LAUTS, WEGENER & CO., Sole Agents. Hongkong, 17th May, 1895.

ACADÉMIE DE MÉDECINE REPORT OF FRANCE.

TEAK SHINGLES.

Hongkong, 17th July, 1895.

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to ACCEPT RISKS sgainst FIRE at Current Hongkong, 1st August, 1895. STEMBSEN & CO., FITHE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA. Hongkong, 16th May, 1892 FIRANGATIANTICFIREINSURANCE INCORPORATED BY ROYAL CHARTER, 1859. COMPANY OF HAMBURG. HEAD OFFICE, LONDON.

Hougkong, 29th May, 1895.

FOUNDED 1710.

NOUTH BRITISH FIRE AND MARIN

The Undersigned, having been appointed AGENTS for the above Company, are prepared RESERVE LIABILITY OF SHAREto ACCEPT RISKS against FIRE at Current RESERVE FUND..... SIEMSSEN & CO., Hongkong, 16th November, 1872 INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances

On Fixed Deposits for 12 months ... 4 per cent. INSURANCE COMPANY OF NEW ZEALAND. T. H. WHITEHEAD, The Undersigned are prepared to accept --- Manager, Hongkong, FIRE and MARINE INSURANCES on Hongkong, 16th September, 1895. favourable terms. TONGKONG & SHANGHAI BANK-Current Rates and a guaranteed Bonus equal o that paid by the Local Offices. ING CORPORATION. S. J. DAVID & CO., PAID-UP CAPITAL ......\$10,000,000 Hongkong, 26th November, 1892. RESERVE LIABILITY OF PROP'TORS. \$10,000.000

GENERAL NOTICE. COURT OF DIRECTORS: J. REAMER, Esq.—Chairman.
A. McConachie, Esq.—Deputy Chairman. CHAI ON MARINE INSURANCE COMPANY, LIMITED. Hon. J. J. Bell-Irving | St. C. Michaelsen, Esq. G. B. Dodwell, Eq. D. R. Sassoon, Esq. M. D. Ezekiel, Esq. CAPITAL SUBSCRIBED-\$1,000,000, N. A. Siebs, Esq. R. M. Gray, Esq. The above Company is prepared to Accept. CHIEF MANAGER: MARINE RISKS at Current Bates on Goods Hongkong-T. Jackson, Esq.

&c. Policies granted to all parts of the World MANAGER: payable at any of its AGENCIES. Shanghol-J. P. WADE GARD'NER, ESQ. CHAN HE-WAN London Barkers—London & County Bank-Secretary. ING COMPANY, LIMITED. HEAD OFFICE: No. 42. BONHAM STRAND WEST. HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. Hongkong, 23rd August 1895. per Annum on the daily balance. DHENIX FIRE OFFICE. ON FIXED DEPOSITS: For 3 months, 24 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. The Undersigned are now, prepared to GRANT POLICIES of INSURANCE For 12 months, 4 per Cent. per Annum. T. JACKSON. against FIRE at Current Rates. DOUGLAS LAPRAIK & CO. Chief Manager. Hongkong, 18th November, 1895. Agents for the Phonix Fire Office. Hougkong, 17th August, 1887. THE NATIONAL BANK OF CHINA

NTORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. AUTHORIZED CAPITAL ...... TOTAL FUNDS AT SIST DECEMBER. 1894, £11,671,018 2s. 2d. HEAD OFFICE-HONGKONG. . I.—AUTHORISED CAPITAL. £3,000,000 ... £. c. d. SUBSCRIBED CAPITAL ... 2,750,000 COURT OF DIRECTORS.

1 CHOW TUNG SHANG, Eeq. D. Gillies, Esq. II.—FIRE FUNDS ......2,410,992 7 3 H. STOLTERFOUT, Esq. CHAN KIT SHAN, Esq. KWAN HOI CHUEN, Esq. The Undersigned having been appointed AGENTS for the above Company are pre-Chief Manager. pared to ACCEPT RISKS against FIRE at GEO. W. F. PLAYFAIR. SHEWAN & CO.,

Interest for 12 Months Fixed .....5 % Hongkong, 13th July, 1895. Hongkong, 17th November, 1893 COOTTISH METROPOLITAN THE MERCANTILE BANK OF INDIA. ASSURANCE CO.

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PAIN UP ...... £ 562,500 by most Companies. CCIDENTS £2 Per Annum Secures £1.000 BANKERS: LONDON JOINT STOCK BANE, LIMITED. (in case of Death by Accident.) £4 PER ANNUM Secures £1,000 in case of Death or Total Permanent Disablement by .INTEREST allowed on Current Accounts at Accident, and Weekly Payments of from the rate of 2% per annum on the Daily balance. £1.10 to £6 a week in case of Temporary ON NEW FIXED DEPOSITS :--Disablement.

For 12 months ...... 4 % For Prospectus or further Particulars, apply to J. Y. V. VERNON, 31% Hongkong, 18th June, 1894. DEPOSITS BENEWED ON OLD TERMS. JOHN THURBURN.

SIAM TEAK TIMBER. Manager, Hongkong. Hongkong, 3rd August, 1895. THE BORNEO COMPANY, LIMITED, FINE CHINA & JAPAN TELEPHONE BANGKOK. COMPANY, LIMITED. RDERS can be Booked and Rates Supplied LIST OF SUBSCRIBERS on Application to the Undersigned for :-TO THE TEAK SQUARES, PLANKS, SCANTLINGS, AND

HONGKONG TELEPHONE EXCHANGE 40.—Anderson, Capt. G. 26.—Hospital, Alice PLANED, TONGUED, AND GROOVED TEAR 24.—Anderson, Capt. G. 80A. Hospital, 8.—Amhold, Karberg & 3.—Hospital, Peak 82.-Ho Tung, B'ham Std 80.—Atkinson, Dr., Res. 77.— Do., Praya Central 66.—Blackhead & Co., F. 59.— Do., Residence 37. Humphreys, J. D., Residence 65.—Blackhend F., Res. 96.—Bradley & Co. Residence 39.—Butterfield & Swire, 68.—Humphreys & Son, Peak Residence 36A.—Butterfield & Swire, 23.—Jordan, Dr., Office

TEAR SQUARES, PLANES, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED 18.—Butterfield & Swire, 108.—Kaw Hong Take BOARDS, FOR FLOORING, CEILING, WALLING, Mo. TEAK SHINGLES FOR ROOFING. Shipping Office 6: 64.—Kennedy, J., Horse PINEADOE RAILWAY SLEEPERS for all 64A.—Do. Causeway Bay Sugar Office 83.-Pell, Dr., Residence 107.-Kin Fat Hong Rates Supplied and Orders Booked by 75.—Caldbeck, Macgregor | 120.—Kirch & Co. JARDINE, MATHESON & CO. 70.—Kramer, J., Res. Hongkong, 3rd May, 1895. Pacific | 91.—Lamke & Rogge 12.—Canadian 92.—Lamke J., Ros. NORTH FORM OSA. Railway Co. 126.—Canton Insurance | 117.—Land Investment

128.—Chan Choy, Bes.

105 - Chan Sui & Co.

LOOK SALE-A MAP of NORTH 111.—Carmichael & Co. FORMOSA, by J. W. PATERSSON, M. Customs Service. New Edition. Coloured: Price, \$2.00. To be had at Daily Press Office and the Booksellers. Hongkong, 26th June, 1890. NOW READY: PRICE \$2,00.

GIBB. LIVINGSTON & CO.

DOMBAY BURMAN TRADING COR

BANGKÓK AND RANGOON.

PORATION, LIMITED.

CALLED OUT: THE CHUNG WANG'S DAUGHTER. AN ANGLO-CHINESE ROMANCE, CHAS. J. H. HALCOMBE, AUTHOR OF

TALES FROM FAR CATHAY," ETC. THE HONGKONG DAILY PUBSE OFFICE. Messrs. KELLY & WALSH. Mr. W. W. BREWER. Hongkong, 2nd June, 1894.

105.—Chan sur a 2...
115.—Chee Tien, Res.
122.—"China Mail" Office
17.—Lapraik & Co., D.,
172.—China Sugar Refin
17.—Lapraik & Co., D.,
187.—Lapraik & 71.—China Sugar Refin- 88.—Lapraik & Co., D. Compradore, Res. ling Co., TownOffice 116.—Lusitano Club 11.—Club, Hongkong 122.—MacCallum, J. Res. 12.-"Daily Press" Office | 106.-Man Cheun Yeun 98.—Man On Insurance 85.-Dairy Farm Co., Wyndham Street. | 118.—Marty, A. R. 67.—Dairy Farm Pok'luin 112.—Melchers & Co. 35.—Mount Austin Hotel 121.—Danby, W. 125,-Nam Tai Hong 73.—David, A. J., Res. 40.—David & Co., S. J. 5.—Nam Wo & Co. 110.—Naval Hospital 109.—Naval Yard 121 - Defective Dept. 56.-New Victoria Hotel 25.—Dock, Aberdeen 119. - Opium Factory 20 - Dock Company 41.—Dodwell Carlill &Co. 46.-Opium Farmer 19.-P. & O. S. N. Co. 58.—Electric Commany 89.— Do. Mess. Peak 58A -- Electric Co., Res 15,-Police Station Ctl. 74.—Fletcher & Co. 10.—Peak Club 127. - Gerlach Dr., Res. 48.—Gas Coy. East Point 29.--Peak Hotel 34.—Ray, E. C., Res. 47.- Do. West Point 51.—Ray & Davies 31.—Gibb. Livingston & 103.—Royal Engineer 6.-Godown Co., Office Guard Room.

97.-Lane, Crawford

89.—Layton, B., Office

104.—Royal Engineer 21.-Godown, Kerosine 7.—Godown, Kowloon 33.—Godowo, West Point 45.—Rope Factory
44.—Government House 52.—Sailors' Home 4.—Sanitarium, Pok'lum 50.—Harbour Office 99. Harling Buschmann 94. Sarsoon & Co., M.S. 49.—Shewan & Co. & Menzell 86.—Harling, G., Res., 20a.—Harrison, W. S., 81.—Siernssen & Co. 100.—Sperry Flour Co. 55.—Stedman, Dr., Res. 2.—Hartigan, Cantlie and 61.—Stevens, G. R. Office Stedman, Drs.

95.—Haskell, D. Res.

113.—Him Kee & Co..

27.—Holliday, Wise & Co.

101.—H. C. & M. Steamboat Co., Office

18.—Watson & Co., A.S.

102.—H. C. & M. Steam102.—H. C. & M. Steam76.—Whiley, W., Res.
Wisham, W. J. 9 -Hongkong & Shang 57 - Wickham, W. H. Jul Banking Corpn 84.—Hongkong & Shang-hai Bank, Mess 1.—"H. Telegraph" 80.—Woolley, A., Office 63.—Wo Kee & Co. 126A.-H. Fire Insurance 124.-Yon, A. Praya Cen-32.—Hongkong Hotel 38.—Yuen Fat Hong 13.-Hop Hing Hong 79.-- Young Iam Kee. PRIVATE TELEPHONE LINES. Dock Co., Kowloon.

"Hongkong Telegraph"

North China Insurance.

Jardine, Matheson & Co.

Traniway Company.

In case of Fine ring up No. 15. Note Addres: -PRAYA CENTRAL W. STUART HARRISON, Menager. Hongkorg, October, 1895.

VESSELS EXPECTED.

THE PRENCH MAIL. The M. M. steamer Oxus, with the French mail of October 25th, left Saigen on Monday the 25th inst., at 9 p.m. and may be expected here on or about Friday, the 29th inst.
This Packet brings replies to letters despatched

from Hongkong on 18th September. THE ENGLISH MAIL. The P. & O. steamer Resetta, with the English mail of the let November, left Singapore on Sunday, the 24th inst., at 4 p.m. and may be oxpeoted here on or about Saturday, the 30th inst This Packet brings replies to letters despatched from Hongkong on the 26th September.

THE AMERICAN MAIL. The steamer Equandale, with the American mail, left San Francisco for this port via Yokehama and Nagacaki on the 8th inst. The P. M. steamer Peru, with the American mail, left San Francisco for this port via Nagasaki on the 13th inst.

THE CANADIAN MAIL. The C. P. steamer Empress of Japan, from Vancouver, arrived at Kobe at 2.30 p.m. on the 26th inst, and left at midnight for Hongkong. via Nagasaki and Shanghai. THE INDIAN MAIL.

The Indo-China steamer Chelydra, from Calcutta and Straits, left Singapore for this port on the 22nd inst., at 6 p.m. MERCHANT STRAMERS.

The China Mutual steamer Chingwo, from Glasgow, Manchester, and Liverpool, left Singapore for this port on the afternoon of the 22nd inst., and may be expected here on or about the 28th inst. The N. G. I. steamer Bisagno, from Bombay for this port, left Singapore on the morning of the 21st inst. and is due here on or about

The D. D. R. steamer Hertha, from Hamburg,

left Bingapore for this port on the 26th inst. and may be expected here on or about the 2nd The China Mutual steamer Kaisow, from Glasgow, Manchoster, and Liverpool, passed the Canal on the 17th at noon and may be considered due at Penang on or about the 5th prox.

the 29th inst.

and at Hongkong on or about the 15th prox.

PEAR DELIVERY closes at Post Office at 11.30 s.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Hoxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1895, revised to date will be found in the Chronicle and Directory, P. XX. This is the only authorised complete Summary of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published

twice each day in our Extra, which is corrected to a much later hour than that given below. A MAIL WILL CLOSE For Singapore .- Per Glengyle, to-day, the

28th inst., at 11.30 A.M. For Bangkok — Per Framence, to-day, the 28th inst., at 2.30 P.M. For Straits and Calcutta.—Per A. Apear, to morrow, the 29th inst., at 5.00 P.M. For Kudat and Sandakan.—Per Memnon, on Saturday, the 30th inst., at 2.30 r.m. For Singapore.—Per Java, on Monday, the 2nd Dec., at 5.00 P.M.

For Nagasaki, Kobe, and Yokohama.—Per Verona, on Friday, the 6th Dec., at 11.30 A.M. MAILS BY THE BRITISH PACKET. The British Contract Packet Khedive will be lespatched on THURSDAY, the 5th December, with Mails for the United Kingdom, Europe. and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Coylon, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the mails. &c. HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon. The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Cir-(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.) 10.00 A.M.—Registry cesses. 10.30 A.M.—Posting of newspapers, books, and patterns ceases.

[14. 11.00 A.M.—Mail closes. LATE LETTERS may be posted (from 11.10) A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET The United States Mail Packet Afrida will be despatched on FRIDAY, the 6th December, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:-11.00 A.M. Registry ceases. 11.30 A.M. Post Office closes, but correspondence

may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MARBOLINEUM AVENARIUS USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Damoness. Sole Agents for China, SCHEELE & CO. Hongkong, 25th January, 1892.

SANG & COAL MERCHANTS, LARGE STOCKS OF EVERY DESCRIP-TION OF COAL. Address:—Care of Messrs. Kwong Sang & Co. No. 68, PRAYA,

SIEN TING. SURGEON DENTIST No. 10, D'AGUILAR STREET. TERMS VERY MODERATE,

Consulation Free. Hon kong. 23rd September, 1891. NOW READY. THE SETTY YEARS NOLO-CHINESE CALENDAR

From lat January, 1834, to 31st December, 1893, being from the 31st year of the 75th Cycle to the 30th year of the 76th Cycle. Price, \$2.00 Sewn, \$2.50 Cloth. Hongkong: Published at the Daily Press Office. Sold by all Booksellers Hongkong, 6th November, 1889.

THE HONGKONG WEEKLY PRESS. RATES OF SUBSCRIPTION.

EROM let July the Rates of Subscription to the Hongkong Weekly Press will be as under Advance Price \$13.50 Yearly 312.00 Half Yearly 7.00 Onarterly . Postage \$2 per Annum Additional. Hongkong, 6th June, 1894.

TOT RESPONSIBLE FOR DEBTS Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongong Harbour :-ARGYLL, Brit. str., Duncan-Dodwell, Carlill ARRATOON APCAR, Brit. str., Hansen-D. Bessoon, Sons & Co. Benlomond, Brit. str., McIntosh—Gibb, Livingston & Co. CHITTAGONG, Brit. str., Davy-Shewan & Co. JACOB CHRISTENSEN, Norw. str., Hanson-

JOHN R. KELLY, Amr. ship, Chapman-Arnhold, Karberg & Co. KINSHIN MARU, Jap. str., Thomson-Nippon Yusen Kaisha. MASCOTTE, Brit. str., Ross-Bradley & Co. ORIBNI, Ger. hk., Christianson-Wieler & Co. SELEIBE, Brit, ship, Crowe-Order. [2508 | BWATOW, Ger. str., Broreen-Siemssen & Co.

1	NOTICE	T0	CONSIGNEES
•	NORDD	EUTS	CHER LLOYD.
.•	NOTICI	or e	CONSIGNEES.
٠.	8.5	" PI	REUSSEN."

THE above-named steamer having arrived Consigners of Cargo are hereby informed that their Goods, with the exception of Opinm, Treasure, and Valuables, are being landed and stored at their risk into the Godewas of the Hongkong and Kowleon Wharf and Godown Company, Limited, Kewloon, whome delivery may be obtained. Optional Cargo will go on to Shanghai unless notice to the contrary be given To-DAY be-

fore Noon. No Giaims will be admitted after the Goods have left the Godowns, and all Goods remaining undeligered-after the 29th November will be subject to rent. All broken, chafel, and damaged Goods are

to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th November, All claims must reach us before the 30th November, or they will-be not recognised. No Fire Insurance will be offected.

Bills of Lading will be countersigned by MELCHERS & CO..

Hongkong, "1st November, 1895.

MOGUL LINE OF STEAMERS NOTICE TO CONSIGNEES.

STEAMSHIP "MACDUFF! FROM GLASGOW, LIVERPOOL, AND CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

notice to the contrary be given before Noon on the 7th December, No chims will be admitted after the Goods have left the Godewas, and all Goods remaining undelivered after the 28th inst., will be subject All Claims\_against the Steamer must be

presented to the Undersigned on or before the 28th inst., or they will not be recognised. All broken, chafed, and damaged goods are to be left in the Gedowns, where they will be examined on the 28th inst. at 3 P.M. No Fire Insurance will be effected Bills of Lading will be countersigned by

DODWELL, CARLIEL & Co., Hongkong, 22nd November, 1895.

"GLEN" LINE OF STEAM PACKETS FROM ANTWERP, LONDON, AND STRAITS

. THE Steamship

"GLENFARG" having arrived from the above ports, Consignoes of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 30th

instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 7th proximo, otherwise they will not be recognised. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents. Hongkong, 23rd November, 1895. NORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA FROM TACOMA, VICTORIA, YOKO. HAMA, AND KOBE. THE above Steamer having arrived, Con-

signous of Cargo are hereby requested to soud in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk DODWELL, CARLILL & CO.,

Hongkong, 25th November, 1895; "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND "--FROM ANTWERP, LONDON, AND SINGAPORE. Consignees of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the Wharves delivery may be No Claims will be admitted after the Goods have left the Godowas, and all Goodstremaining undelivered after the 1st proximo will be sub-

All claims against the steamer must be prosented to the Undersigned on or before the 3rd proximo, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th justant, at 3 P.M. No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agonta. Hongkong, 25th November, 1895.

OCEAN STEAMSHIP-COMPANY. CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst. Goods undelivered after the 4th Dec. will

be subject to Rent. All dumaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 5th December. BUTTERFIELD & SWIRE, Hongkong, 27th November, 1895.

VESSELS ON THE BERTH "GLEN" LINE OF STEAM PACKETS

FOR NEW YORK VIA SUEZ CANAL. HE Steamship Captain McGillivray, will be despatched as

above TO-DAY, the 28th inst., at Noon, instead of as previously advertised. For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 27th November, 1895 EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE NEW ZEALAND, TABHANIA, &c.)

THE Steamship " GUTHRIE,"

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 7th Dec., at This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage. A Stewardoss and a duly qualified Surgeon are carried.

For Freight or Posses, apply to GIBB, LIVINGSTON & CO., Hongkong, 26th November, 1895. [2448 FOR NEW YORK,

THE 3/3 A.T.L. American Ship JUHN R. KELLEY," 25th October
Coptain Chapman, having arrived, will load here . For Freight and further Particulars, for the chove port and will have dulck despatch. For Freight apply to ARNHOLD KARBERG & CO.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG, AND CALCUTTA. THE Steamship

"ARBATOON APCAR? Captain J. E. Hansen, will be despatched for the above ports on SATURDAY, the 30th inst., at 3 P.M., and not as previously advertised. For Freight or Passage, apply to DAVID SASSOON, SONS & CO. Hongkong, 28th November, 1825.

OCEAN STEAMSHIP COMPANY FOR SANDAKAN AND KUDAT. I HILL Steamship

"MEMNON." Captain B. Branch, will be despatched SATURDAY, the 30th inst., at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 26th November, 1895. "BEN" LINE OF STEAMERS. FOR LONDON VIA SUEZ CANAL. THE Steamship

"BENLAWERS." Captain Webster, will be despatched as above on or about 7th December. For Freight or Passage, apply to Gibb, livingston & co.,

Hongkong, 27th November, 1895. "SHELL" LINE OF STEAMERS. FOR LONDON AND HAMBURG. THE Company's Steamship

Optional Cargo will be forwarded unless Captain F. Morris, will be despatched as above For Preight apply to ARNHOLD, KARBERG & CO.,

Hongkong, 27th November, 1895. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. PERU (via Nagasaki, Tuesday, Dec. 17, Kobe, Inland Sea, and at Noon. Yokohama). City of Ridde Janeiro *\* 

(via Nagasaki, Kobe, ( SATURDAY, JBD. 4. Inland Sea, and Yoko-1896, at Noon. CITY OF PERING (vin) Nagasaki, Kobe, In- ( SATURDAY, Jan. 25, land Sea, and Yoko-1896, at Noon. hama.) .....

THE U. S. Mail Steamship "PERU' will be despatched for SAN FRAN-CISCO, VIA NAGASAKI, KOBE, INLAND SEA, and YOKQHAMA, on TUESDAY, the 17th DECEMBER, at Noon, taking Passengers and Freight for Japan, the United States, and

Europe Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their tourney at any point en route.

Through Passage Tickets granted to England France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Ric Grande and Northern Pacific Railways; also the £4 in addition to the regular tariff rate.

Passengers holding orders for OVER-LAND CUTIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trimidad, and Demorara, and to ports in Mexico. Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day provious to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo des. tined to points beyond San Francisco in the United States should be sent to the Company's Office in Senled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, No. 7, Praya Central. J. S. VAN BUREN, Agent. Hongkong, 27th November, 1895.

"BEN" LINE OF STEAMERS. FOR NEW YORK VIA SUEZ CANAL. (To follow the Steamers "STEATHCLYDE, "GLENGYLE," and "MONMOUTHSHIRE:") THE Steamship

Captain Thomson, will be despatched for the above Port on or about MONDAY, the 23rd December. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 14th November, 1895. FOR NEW YORK AND NEW OR. LEANS VIA SUEZ CANAL.

THE Steamship "TEVIOTDALE." Captain Gordon, shortly expected, will load here SHEWAN & CO. Hougkong, 4th November, 1895.

FOL NEW YORK. THE † 100 A.I. British Bark ENGELHORN.

Captain R. Shimmin, will load here for above port and will have quick despatch. For Freight, apply to

SIEMSSEN & CO. Hongkong, 6th September, 1895. [1856] STEAM TO NATAL AND CAPE PORTS

THE NATAL DIRECT LINE FROM CALCUTTA (Messes. Bullard, King & Co.'s Line.)

THE Undersigned having been appointed.
GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS of LADING for NATAL. EAST LONDON, PORT ELIZABETH, MOSBEL BAY, CAPE TOWN, DELAGOL HAY, and BEIRA Transhipment will be made at Calcutta.

Next sailing from Calcutta, 8.8.

"UMKUZI," about end of September, to be followed by the B.B. "CONGELLA" on the

Apply to Decard Agents for China and Japan. Hongkony, 20th August, 1895

VESSELS ADVERTISED AS LOADING DESTINATION: YESSEL'S NAME! TLAG & EIG. FOR FREIGHT APP LY TO Khedive ... Brit. str. LONDON, &o.... P. & O. S. N. Co. Daniel , LONDON VIA SUEZ CANAL Brit. str. Benlawers. Wobster Gibb. Livingston & Co. LONDON VIA SUEZ CANAL.. Lapage Morris, Ulysses . Brit. str. Butterfield & Swire LONDON & HAMBURG ... Brit. str. Arnhold, Karberg & Co. On 7th Dec. Euplectela. LONDON Direct Brit, str. P. & O. S. N. Co. Java ...... LONDON P. & O. S. N. Co. Malacca Brit, str. LONDON VIA PORTS OF CALL Oanfa Brit. str. Holliday, Wise & Co. Davies ... BREMEN & PORTS OF CALL Melchers & Co. Hogemann VANCOUVER, VIA S'HAI, &C. Empress of Japan Brit, str. Leo, R.N.R. VICTORIA, B.C., &c., v. Y'HAMA. SAN FRANCISCO VIA Y HAMA. Brit. str. Viotoria Dodwell, Carlill & Co. Panton O. & O. S. S. Co. Brit. str. SAN FRANCISCO VIA Y'BAMA P. M. S. S. Co. Peru: Aluer: str. NEW YORK & N. O'LEANS V. S. CANAI Tevioldale.

3rd Dec., Daylight. On or about 12th Dec. On or about 2nd Dec. On 9th Dec at 3 P.M. Canadian Pacific R. Co., On 25th Dec., at Noon. On 3rd Dec., at Noon. On 6th Dec., at Noon. On 17th I be, at Noon Brit, str. Cordon Quick despatch. Jardine, Matheson & Co. To-day, at Noon. Glangyle ... Brit. str. MoGillivray Dodwell, Carlill & Co. ... Gibb, Live ston & Co. Monmonthshire Brit. str. Evans ... On 10th Dec. Thomson. Bengloe Brit. str. On or about 23rd Dec. Brit. bk. Engelhorn .... Shimmin, Quick despatch. Matterhorn Brit. bk. Arnhold, Karberg & Co. Williams, Quick despatch. Carlowitz & Co. H. F. Whitney Amer, sh Parsons. Quick despatch. Brit bk. Carlowitz & Co. Torrisdale Buchanan Quick despatch... John R. Kelley . Arnhold, Karberg & Amor, Bl. Chapman On 7th Doc. at Noon. Brit. str. Gibb, Livingston & Co. McArthur P. & O. S. N. Co. Brit. str. On 6th Doc. at Noon. On 30th inst., at Noon. Nicholl Azamor..... Brit. str. Nippon Yusen Kaisha Brit. sir P. & O. S. N. Co. On or about 30th inst. On or about 30th inst.. Brit str P. & O. S. N. Co. Foochow ..... Brit str. Butterfield & Swire On 7th Doc. Mazagon ..... Brit str. P. & O. S. N. Co. On or about 7th Dec. Brit, sir. Hansen On 30th inst, at 3 P.m. Arratoon Apcar .. David Sassoon, Sons & Co. Brit. str. . Branch ...... Butterfield & Swire On 30th inst., at 3 r.m. -Esmeralda .... Brit. slr. On 30th inst., at 4 r.m. Brit. str. Butterfield & Swire

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Verona .

Hemnon

NEW YORK YIA SUEZ CANAL.

NEW YORK VIA SUEZ CANAL

SYDNEY & MELBOURNE YOKOHAMA, VIA N'SAKI & KOBE.

S'HAI. N'EARI, KOBE & Y'EAMA....

SINGAPORE, S'BANG, & S'BAYA

STRAITS & BOMBAY ......

STRAITS & CALCUITA

KOBE & YOKOHAMA

NEW YORK

NEW YORK

NEW YORK

NEW YORK

NEW YORK

SHANGHAI

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, YIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. Twin Screw Steamships-6,000 Tens-10,000 Horse-Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SURJECT TO ALTERATION.) EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, B.N.B. .... WEDNESDAY, 25th Dec., 1895 EMPRESS OF CHINA ... Comdr. R. Archibald, B.N.R. ... WEDNESDAY, 22nd Jan., 1896

EMPRESS OF INDIA....Comdr. H. Pybus, B.N.R. ......WEDNESDAY, 19th Feb., 1896 THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, end cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close

connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel

Military, Diplometic, and Civil Services, and to European Officials in the Service of China and Japan Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100. The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS Noon, taking Passengers and Cargo for the cond to none in the World), the LUXURIANCE OF ITS TRANS CONTINENTAL above Ports. This Steamer connects at Bom-(second to none in the World), the LUXURIANCE OF ITS TRANS CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY Vessel takes on her Cargo for London via Suez through which the Line passes,

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated | BER, 1895. by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent. Pedder Street. Hongkong, 28th November, 1895.

#### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI ...... ROSETTA .... About 30th Nov .... Freight or Passage. S'HAI, N'SAKI, KOBE & Y'HAMA...JAPAN......About 30th inst... Freight or Passage. (Passing through the Inland SEA). (Freight or Passage. (Passing Y'HAMA, VIA N'SAKI & KOBE .... VERONA ... Noon, 6th Dec.... through the INLAND SEA.) Freight or Passage. (Calling December. CANADIAN PACIFIC RAILWAY on payment of STRAITS & BOMBAY ....... MAZAGON ..... About 7th Dec. at COLOMBO if sufficient in ducement offers.)

Freight or Parange. (Calling LONDON...... MALACCA ... About 12th Dec... at MARSEILLES if sufficient inducement offers.) For Further Particulars, apply to

ALF. WOOLLEY, Acting Superintendent, Hongkong, 27th November, 1895. VESSELS ON THE BERTH CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU. THE Steamship "NANCHANG." Captain Finlayson, will be despatched as above on TUESDAY, the 3rd December. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 26th November, 1895. NORTHERN PAGIFIC STEAMSHIP AND RAILROAD

COMPANIES. VIA INLAND SEA OF JAPAN. THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EXSTERN CITIES of the UNITED STATES and

CANADA and to EUROPE. HONGKONG TO LONDON \$400. Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none or the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YELLOWSTONE NATIONAL PARK route. the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Govern nent Services.

Proposed Sailings from Hongkong. (Subject to Alteration).

VICTORIA ..... 3,167 Tuesday ... Dec. 3. ... | 3,594 | Tuesday ... | Dec. 24. IANKOW ...... 2,549 | Tuesday ... | Jan. 14 LYGOMY ..... | 3,167 | Tuesday ... | Feb. 11. Victoria 1 THE Steamship

" VICTORIA."

VICTORIA, B.C., and TACOMA SHANGHAI, INLAND SEA, KOBE, and upon application. Through Bills of Lading issued to Japan, United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Rail. road, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to vice versa) within one year, will be allowed dis- THE 100 A.I. British 4-masted Bark. For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Goneral Agents. Hongkong, 12th November, 1895. "SHIRE" LINE OF STEAMERS, FOR NEW YORK VIA SUEZ CANAL (To follow the Steamers "STRATHCLXDE" and "GLENGYLE,")

THE Steamship "MONMOUTHSHIRE." Captain Evens, will be despatched for the above port on or above TUESDAX the 10th Docem-For Freight or Passage, apply to DODWELL, CARLILL & CO.

Hongkong, 18th November, 1895.

VESSELS ON THE BERTH OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING

STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkond. AFRIDI (via Nagasaki, ) FRIDAY Dec. 6. Kobo, and Yokohama) 1895, at Noon. COPTIO (via Nagasaki, THURSDAY, Dec. 26, Kobe, Inland Sea, Yokohama and Hono ( 1895, at Noon. lulu)

GAELIC (vis Nagasaki, Tuesday, Jan. 14, Kobe, Inland Ses, and 1996 of Noon 1896, at Noon. Yokohama) This steamer will carry no Passengers.

Passengers to EUROPE may proceed by one of FIHE Company's Steamship "AFRIDI" will be dispatched for SAN FRANvia NAGASAKI, KOBE, and YOKOHAMA, on FRIDAY, the 6th DECEMBER, 1895, at Noon, connection being made at Yokchama with Steamers from Shanghai.

Steamers of this line pass through the IN LAND SEA OF JAPAN and call at HONO LULU and passengers are allowed to break their journey at any point en route,

Through Passenger Tickets granted to England, France, and Germany by all trans. Atlantic lines of Steamers, and to the principal cities of Captain J. Panton, sailing at Noon, on TUES- the United States or Canada. Rates and partifor the above ports and will have quick despatch. DAY, the Srd December, will proceed to culars of the various Routes may be obtained

> Special rates (first class only) are granted to Pacific Coast Points, and to Canadian and Missionaries, members of the Naval, Military Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Passengers who have paid full fare, re-embark-

> > ing at San Francisco for China or Japan (or count of 10 per cent! This allowance does not apply to through fares from China and Japan to Europe. All PARCEL PACKAGES should be marked to

address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs,

Ban Francisco. For further information as to Freight or Passage apply to the Agency of the Company. No. 7, Praya Central J. S. VAN BUREN, Agent.

Hongkong, 15th November, 1895,

FOR LONDON VIA PORTS OF CALL THE Company's Steamship : "OANFA,"

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVI.

GATION COMPANY, LIMITED.

TO BE DESPATCHED.

On 5th Dec. at Noon.

On or about 7th Dec.

On 12th Dec.

J. Davies, Commander, will be despatched as above on or about the 2nd December. For Freight or Passage, apply to HOLLIDAY, WISE & CO. Agents. Hongkong, 15th November, 1895. [2336 THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION-COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND

LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"KHEDIVE," Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for Bom-BAY OR THUESDAY, the 5th DECEMBER, at BAY with the S.S. "PENINSULAR," which CANALS leaving that port on the 28th DECEM-

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer pro-ceeding direct to Marseilles and London; other [8] cargo for London, &c., will be conveyed via

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent Hongkong, 26th November, 1895. CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOURABAYA'. THE Steamship "FOOCHOW" will be despatched on SATURDAY, the 7th

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, Hongkong, 23rd November, 1895. NORDDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLUMBO, ADEN, SUEZ PORT SAID. NAPLES, GENOA, ANTWERP. BREMEN. AND HAMBURG.

PORTS IN THE LEVANTE BLACK SEA AND BALTIC FORTS LONDON, NEW YORK, BOSTON, BAL TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS. AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). PREUSSEN Monday 19th Dec. SACHERN Monday 6th Jan. Gura ..... Monday ... | Srd Feb. ON MONDAY, the 9th day of December, 1895, at 3 P.M., the Company's Steamship "PREUSSEN," Captain Hogemann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALL-

ING at NAPLES and GENCA. Shipping Orders will be granted till Noon on SATURDAY, the 7th December, Cargo and Specie will be received on Board until Noon on MONDAY, the 9th December, and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 8th December. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has spleudid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

MELCHERS & CO. Hongkong, 16th November, 1895. OCEAN STEAMSHIP COMPANY FOR LONDON VIA BUEZ CANAL.

For further Particulars, apply to

"ULYSSES." Captain Lapage, will be despatched as above on THURSDAY, the 12th December. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th November, 1895.

"MATTERHORN!" John Williams, Master, is now loading here for. the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 9th October, 1895.

FOR NEW YORK,

FOR NEW YORK. THE 3/3 L.I.A. American Ship "EMILY F. WHITNEY," Parsons, Muster, shortly expected from Shanghai, will load here for the above port and will

The \*100 A. 1 Steel 4-masted Barque Buchanan, Master, will load here for above port and will have unick despatch. For Freight, apply to CARLOWITZ & CO. Hongkong, 22nd November, 1895.

be despatched by end of December.

TO LET. WELLING HOUSES-HOUSES in RIPON TERRACE. FIRST FLOOR of No. 2, Blue Build-

FIRST FLOOR, No. 7. PRAYA CEN-TRAL: Intely occupied by Messrs. HOLLIDAY, WISE & Co. THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 15th November, 1895. [1589

TO LET. 66 T ARKSPUR." UPPER RICHMOND ROAD. Seven Rooms and Tonnis Apply to MR. L. SIMON, BANQUE DE L'INDO-CHINE.

TO LET. NO. 3, MOUNT GOUGH, at the PEAR: FURNISHED; from NOVEMBER 15th till APRIL next: Apply to DAVID SASSOON, SONS & CO.

Hongkong, 9th November, 1895.

Hongkong, 30th October, 1895.

TO BE LET. FROM IST AUGUST. SIX-ROOMED HOUSE-20, CAIN

Procure des Missions Etrangères 16. Caine Road. Hongkong, 2nd July, 1805. TO LET. TIME FIVE ROOMED BUNGALOV

I. "ELLIOT LODGE," ROBINSON ROAD. Len Minutes from the CLUB. Apply to CHANTREY INCHBALD. Hongkong, 9th September, 1895. TO BE LET.

FINO GOOD SHOPS, in the best part of Queen's Road. A SIX-ROOMED HOUSE in WANCHAI CHAMBERS at WILD DELL BUILDINGS. Morrison Hill.

Apply to JOHN D. HUMPHREYS & SON, 38 and 40, Queen's Road Central. Hongkong, 12th August, 1895.

O. 2, DUDDELL STREET. FIRST FLOOR of 12, QUEEN'S ROAL CENTEAL. Suitable for Offices. No. 6, UPPER MOSQUE TERBACE. Apply to LINSTEAD & DAVIS.

TO LET.

TO LET. TTHE Corner Premises under the Hongkone HOTEL, formally occupied by W. ROBIN-SON & Co.

Hongkong, 19th November, 1895.

Immediate Possession. W. EOBINSON & Co. Conaught House. Hongkong, 11th November, 1895. BOARD AND RESIDENCE.

COMFORTABLY FURNISHED C ROOMS, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill. Hongkoug, 1st January, 1892.

THE TALATINE INSURANCE COMPANY, LIMITED OF MANCHESTER. MODERATE: RATES! PROMP'T SETTLEMENTS!



SHIPPING IN PORT HUNGKONG.

Activ, Danish steamer, 355, Storms, Nov. 26 A. R. Merty Afridi: British steamer, 3648, Golding, Nov. 23, Dodwell Carlill & Co Arratoon Apear, Brit str., 1392, Hansen, Nov. 20, D. Sassoon, Sons & Co Azamor, British str., 2,005, Nicholls, Nov. 27, Nippon Yusen Kaisha Belgic, British steamer, 4,211, Walker, Nov. 4, O. & O. S. S. Co Bonlomond, Brit. str., 1752, McIntosh, Nov. 23, Gibb. Livingston & Co. Brunhilde, German str., 886, Biblie, Nov. 21, Wieler & Ca Bygdo, Norwegian str., 771, Brekke, Nov. 27, Cassins, German str., 1504, Unruh, Nov. 25, Lauts. Webener & Co Chittagong, Beitish str., 1,240, Davy, Nov. 5, Shewan & Co Wieler & Co Esmeralda, British str., 996, Tayler, Nov. 26, Shewan & Co \*\* Framues, Nor, str., 958, Wettergreen, Nov. 21. Freir, Danish steamer, 389, Strand, Oct. 28, Arnhold, Karberg & Co Hengyle, Brit. str., 2,244, McGillivray, Nov. 27. Jardine, Matheson & Co Helene Rickmers, German str., 2,008, Relbelmandt, Aug. 31, Melchers & Co Ingraban, German str., 894, Piper, Nov. 27, Jacob Christensen, Norw. str., 1,088, Hansen, Oot. 28. Order Keong Wai, British str., 1,115, Unsworth, Nov. 26. Yuan Fat Hong

Mitaui Bussan Kaisha Mascotte, British str., 2,018, Ross, Nov. 13, Bradley & Co Mazagon, British str., 3,279, Denny, Nov. 27, P. & O. S. N. Co Memmon, British str., 027, Branch, Nov. 26, Butterfield & Swire Butterfield & Swire Pectan, British str., 3123, Hocken, Nov. 24, Arnhold, Kerberg & Co Peiyang, German str., 953, Kohler, Nov. 27, Siemssen & Co Petrarch, German str., 1,252, Schall, Nov. 10, Wieler & Co Progress, German str., 687, Brandt, Nov. 26, Propontis, British str., 1,390, Warrack, Oct. 24, Olanose -Tai On, British str., 769, Galleouski, Chinese, Tolamon British str., 1,555, Purdy, Nov. 26,

Butterfield & Swire Uranus, Spanish steamer, 716, Lauda, Nov. 24, Victoria, British str., 1991, Panton, Nov. 23, Dodwell, Carlill & Co SAILING : VESSELS. Engelhorn, British ship, 2,574, Shimmins, Sept. 7. Standard Oil Co John R. Kelly, Amr. ship, 2,255, Chapman, Nov. 21, Arnhold, Karberg & Co., for New York

Mary, Norwegian bark, 424, Buenson, Nov. 22,

SHIPPING IN PORT. Matterborn, British bk., 1,839, Williams, Aug-31, Standard Oil Co Nam Shun Sing, Chinese 3 m. seh., 368, Cheang Sang, Aug. 21, Chinese Selkirk, British ship, 1,646, Crowe, Nov. 20. Torrisdale, Brit. bark, 2184, Buchanan, Nov. 10, Carlowitz & Co., for New York Wandering Jow, Amr. ship, 1,650, Tripp, Sept. W. H. Talbot, Amr. sch., 649, Bluhm, Nov. 18

HER BRITANNIC MAJESTY'S SHIPS --IN THE-CHINA-SQUADRON. Æolus, craiser, 8 guns, 7,000 h.p., Captain Greome, en route Singapore Alacrity, steel despatch boat, 4 guns, 3,180 h.p., Capt. F. G. de Lisle, at Singapore Archer, cruiser, 6 guns, 3,500 h.p., Comd. C. E. Kingsmill, at Foochow Caroline, oruiser, 14 guns, 1,440 h.p., Com. C. J. Norcock, at Nagasaki Centurion, flagship, 14 guns, 13,000 h.p., Com. Spencer, at Singapore Daphne, gunboat, 8 guns, 2,000 h.p., Com. G. H. MacArthur, at Hongkong Edgar, cruiser, 12 guns, 10,000 h.p., Com. W H. Henderson, at Nagusaki Esk, double-scrow gunboat, 3 guns, 340 h.p., Lieut. Com. H. P. Borton, at Ichang Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut. Com. G. Maude, at Hankow Linnet, gunboat, 5 guns, 1.050 h.p., Capt. Bear-croft, at Tientsin Mercury, cruiser, 13 guns, 7,390 h.p., Capt. W. Fawkes, at Singaporo Peacock, gunboat, 6 guns, 1,200 h.p., Lieut. Com. Laxton, at Hongkong Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Canton Pique, craiser, Capt. Henry C. Bigge, at Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com

F. C. B. Addington, at Hongkong Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. C. L. Burr, at Hongkong Rainbow, cruiser, Com. W. C. C. Forsyth, at Chemulpho . Rattler, composite gunboat, 6 guns, 1,200 h.p., Lieut. Com. H. Cotesworth, at Newchwang Redpole, gunboat; 8 guns, 1,200 h.p., Lieut. Com. Grafton, en route Hongkong Solent, terpedo mining launch, at Hongkong Spartan, cruiser, 8 guns, 7,000 h.p., Com. Alfred L. Winsloe, at Bhanghai Swift, double-screw g.-v., 2 guns, 1,010 h.p., Com. R. K. McAlpine, at Foochow lamar, troopship, Capt, John E. Blacland, at Hongkong-Tweed, double-screw gun-vessel, 8 guns, 340 h.p., Undaunted, ciniser, 12 guns, 8,500 h.p., Captain Hallifax, en route Singapore Victor Emanuel, receiving ship, 20 guns, Commoders Boyes, at Hongkong Wivern, turret ironelad, 4 guns, 1450, in reserve,

at Hongkong FUREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION. Admiral Korniloff, Russian cruiser, 30 guns 8,000 h.p., Capt. Woulf, at Chefoo Ad. Nakimoff, Russian ironelad, 32 guns, 8,500 h.p., Capt. Kashirinineff, at Vladivostock Alcont, Russian gunboat, 8 gans, 1,100 h.p., Capt. Elkisky, at Vladivostock Alger, French ironclad, 23 gans, 8,254 h.p., Capt. A. Jaureginberry, at Jinsen Alliance, Amr. corvette, 12 guns, 774 h.p., Com. Felix McCurley, at Nagasaki Arcona, German cruiser, 19 guns, 2,400 h.p., Capt. Hofmeier, at Amoy Aspic, French gunboat, 4 guns, 453 h.p., Capt. Journet, at Bangkok Aurora, Austrian cruiser, 9 guns, 1,000 h.p. Capt. C. Pott, at Hongkong Baltimore, Amr. flagship, 16 guns, 10,082 h.p. Capt. B. F. Day, at Shanghai Bayard, French flagship, 36 guns, 4,500 h.p., Com. Chounens, at Yokohama Bengo, Portuguese gbt., 3 guns, 400 h.p., Lient.-Com. Carvalhosa d'Almeida, at Hongkong Bobre, Russian cruiser, 16 guns, 1,150 h.p., Capt. Molos, at Yokohama Borgo, Russian torpedo-boat, 2 guns, Capt. Molos, at Shanghai Castilla, Spanish cruiser, 20 guns, 4,400 h.p., Capt. Enrique Santalo, at Manila Charleston, Amr. cruiser, 20 guns; 7,500 h.p., Capt. Coffin, at Nagasaki Comote, French gunboat, 6 guns, 450 h.p., Capt. Mandet, at on Yangiste Cormoran, German cruiser, Comd. Brinckman, Concord, Amr. cruiser, 15 guns, 3,400 h.p., Capt. Goodrich, at Foochow 3,800 h.p., Capt. Garotti, at Vladivestock Diu, Portuguese gunboat, 6 guns, 700 h.p., Capt. A. Gomes, at Macao. 1,600 h.p., Com. Duelo, at Manila 1,600 h.p., Com. R. P. de Bonanza, at Manila 8,250 h.p., at Yokohama Capt. Delort, at Nagasaki Gaidamak, Russian torpedo-cruiser, 9 guns, 3,500

Cristoforo Colombo, Italian cruiser, 14 guns, Detroit, Amr. cruiser, 16 guns, 5,400 h.p., Com. Hawley, at Hengkong Diigit, Russian cruiser, 14 guns, 2,000 h.p., a Don Antonio de Uolla, Spanish corv., 14 guns, Don Juan de Austria, Spanish corv., 14 guns Duguay Tronin, French cruiser, 22 guns, 3,940 h.p., Capt. Bell, at Yokohama Emperor Nicolas I., Russian flagship, 10 gans, Forfait, French cruiser, 23 guns, 2,960 h.p., h.p., Capt. Melnitzky, at Chefoo Gremias Cly. Russian gunboat, 9 guns, 2,000 h.p., Capt. Elagin, ut Chefoe Iltis, Gorman gunboat, 4 guns, 380 h.p., Capt. Ingonold, at Shanghai Inconstant, French gunboat, 8 guns, 850 k.p., Capt. Granier, on Yangtsze Irene, German cruiser, 20 guns, 8,000 h.p., Capt. von Dresky, at Hongkong Isly, French ironalad, 30 guns, 8,120 h.p., Com. Rivet at Yokohama Kaiser, German flagship, 26 guns, 7,803 h.p., Cant. Faeschke, at Amoy Kooretz, Russian cruiser, 6 guns, 1,628 h.p., Capt. Timofesw, at Shanghai Korevetz, Russian cruiser, 14 guns, 1,600 h.p., Capt. Iltich, at Chemulpo Kreysser, Russian cruiser, 18 guns, 1,826 h.p., Capt. Netogateff, at Shanghai Lion, French gunboat, 6 guns, 100 h.p., Capt. Papaix, at Shanghai Lutin, French gunboat, 4 guns, 427 h.p., Capt. Gueydon, at Tientsin Machias, Amr. cruiser, 16 guns, 1,600 h.p., Capt. E. S. Houston, at Shanghai Cosmopolit, German str., 552, Holt, Nov. 19, Manjour, Russian cruiser, 16 guns, 2,000 h.p.; Com. Andereeff, at Yokohama Marion, Amr. corvette, 14 gans, 1,172 h.p., Com. Gridley, at Yokohama Monocacy, Amr. gunboat, 6 guns, 1,300 h.p. Com. Reisinger, at Tientsin Nayesdnik, Russian cruiser, 14 guns, 1,719 h.p., Capt. Zarine, at Vladivestock Olympia, American cruiser, Capt. J. J. Read, at Yokohama Otvarny, Russian gunboat, 9 guns, 1,000 h.p., Capt. Rodionoff, at Nogusald Pamiat Arova, Russian ironclad, \$4 guns, 11,500 h.p., Capt. Tohonkhuine, at Yokohama Parseval, French gunboat, 8 guns, 1,817 h.p., Capt. Fourest, at Japan Petrel, Amr. gunboat, 11 guns, 1,300 h.p., Lieut, Com. W. H. Emory, at Shanghai Kwonghoi, British steamer, 419, Chinese, for Plavier, French gunboat, 4 guns, 500 h.p., Com.

Canton

Vedel, at Bangkok Lyderhorn, Nor. str., 2014, Hammerson, Nov. 26, Prinzess Wilhelm, German cruiser, 20 guns, 8,000 h.p., Capt. Holtzendorff, at Shanghai Heina Cristina, Spanish cruiser, 22 guns, 4,800 h.p., Capt. A. Garinat, at Manila Reval, Russian torpedo-boat, Capt. Barsh, at Silatoh, Ressian gunboat, 4 guns, 1,200 h.p. Capt. Barronoff, at Vladivostock Nanchang, Brit. str., 1,068, Finlayson, Nov. 27, Sivoutch, Russian cruiser, 13 guns, 1,125 h.p., Capt. Astromoff, at Tientsin Pasig, British steamer, 284, Chinese, for Canton Sophie, German corvette, 14 guns, 2,100 h.p. Capt. Herbing, at Nanking Sweeborg, Russian torpedo boat, 2 guns, Lieut. Ergourchoff, at Chefoo Triomphante, French frigete, 24 guns, 4,200 h.p., Capt. B. de Bretizel, at Saigon Vipere, French gunboat, 4 guns, 427 h.p., Capt. Constolle, at Bangkok Vitiaz, Russian cruiser, 24 gans, 3,000 h.p., Vladimir Monomach, Russian ironclad, 34 guns, 7,500 h.p., Copt. Rogestrensky, at V stock Vostock, Russian gunboat, 4 guns, 650 h.p. Com. Molohousky, at Vladivostock Vsadnik, Russian torpedo-boat, 12/guns, 8,500 h.p., Com. Nevinsky, at Shanghai Wolf, German gunboat, 4 guns, 380 h.p., Lieut.-Kretschman, at Singapore Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Yorktown, Amr. oraiser, 16 guas, 3,400 h.p., Capt Folger, at Chaico

Zabieka, Russian cruisor, 20 guns, 2,009 h.p.,

Printed and Published by D. WARRIN SMITH, at

29. Wyndham Street, Victoria, Hongkong.

Capt Har t at Vladivostock

Hongkong, 22nd November, 1895.